



**TOWN OF HARRISBURG, NORTH CAROLINA
HARRISBURG TOWN HALL
TOWN COUNCIL MEETING**

**September 13, 2021
6:00 PM**

AGENDA

1. CALL TO ORDER

- A. The Town Hall Council Chambers will be open to the public with a total capacity of 45 persons between the Council Chambers and the Municipal Complex overflow room. The public will be admitted on a first come, first served basis. Masks are required to be worn by the public during the meeting.

The public may also join the meeting via the Zoom platform at the following link:

<https://us02web.zoom.us/j/83090213655?pwd=Z1h1a3FOY01rQnRkWjd2MVFLU3cyUT09>

Meeting ID#: 830 9021 3655

Passcode: 789999

Or join by phone:

301.715.8592

312.626.6799

- B. AGENDA ADOPTION
- C. INVOCATION
- D. PLEDGE OF ALLEGIANCE
- E. SPECIAL PRESENTATIONS

1. Harrisburg Library Update - Emery Ortiz, Director

- F. PUBLIC COMMENT - Anyone wishing to address the Town Council may do so during the Public Comment section. Please state your name and address for the record, be courteous and do not repeat what has already been said. Please keep your comments about the subject and not personal in nature.

2. CONSENT AGENDA

- A. Consider the minutes of the August 9, 2021 Town Council Meeting
- B. Consider the minutes of the August 9, 2021 Closed Session

- C. Consider the minutes of the August 12, 2021 Called Council Meeting
- D. Consider the minutes of the August 12, 2021 Closed Session
- E. Consider the minutes of the August 26, 2021 Called Town Council Meeting
- F. Consider the minutes of the August 26, 2021 Closed Session
- G. Constitution Week Proclamation
- H. Consideration of Approval of Tractor Lane and Aledith Street for Street Acceptance and Related Values
- I. Consideration of Approval of Market Way, Ideal Way, Park Place, and Courtyard Boulevard in the Courtyards at Harris Depot Subdivision for Street Acceptance and Related Values
- J. Consideration of Approval of Speed Limit Ordinance on NC 49
- K. Consideration of FY2021 Budget Ordinance Amendments for End-of-Year Capital Reserve Fund Transfers
- L. Consideration of contract with Gavel and Dorn Engineering for the Design of the Sequoia Hills and Pharr Mill Loop Waterline Expansion Project
- M. Consideration to approve contract for the purchase of a 2021 Spartan/Smeal 107' Ladder Truck

3. COMMUNICATIONS

- A. TOWN MANAGER/FINANCE MONTHLY REPORT
- B. MAYOR'S COMMENTS
- C. COUNCIL COMMENTS

4. PUBLIC HEARINGS

- A. Public Hearing to consider the Conditional Rezoning, Zoning Map Amendment and Annexation of Properties Off of Blackwelder Rd (H-2020-02 (R))
- B. Public Hearing to consider the Conditional Rezoning, Zoning Map Amendment and Annexation for McKinley Residential Subdivision off of Lower Rocky River Rd (H2020-07 (R)).
- C. Public Hearing to consider the Conditional Rezoning and Zoning Map Amendment of Properties at the Corner of Rocky River Rd and Hickory Ridge, Shoppes at Hickory Ridge (Blume Corner). H2021-05 (R)

5. OLD BUSINESS

- A. Consideration of Name for New Athletic Fields at Holcomb Woods Development
- B. Consideration of HOA Amenity Centers in the Town's solid waste contract.
- C. Consideration of Adoption of the Revisions to the Town Storm Water Ordinance

6. NEW BUSINESS

- A. Consideration of Approval of the Phase 1 ADA Facilities Transition Plan pertaining to Town-maintained Buildings, Streets, and Pedestrian Corridors
- B. Consideration of Approval of the Fall 2021 Powell Bill Pavement Resurfacing Contract with Sloan Construction
- C. Consideration of Calling a Special Meeting on September 16, 2021 to Discuss Update of Town Center Rezoning Plan.
- D. Consideration of Appointment to Parks & Recreation Advisory Board
- E. Consideration of Events at Town Facilities
- F. Consideration of FY2022 Budget Ordinance Amendment for the Harrisburg Youth Council
- G. Consideration to allow Beer Sales at the Annual "Bags in the Burg" event

7. **ACTION ITEMS**

8. **CLOSED SESSION**

9. **ADJOURNMENT**

Town of Harrisburg's Vision Statement

Harrisburg will be the best small town in North Carolina based on low density housing, excellent economic opportunities, a safe living environment, and efficient and effective municipal services. Amenities such as excellent recreational programs, adequate open space, attractive shopping opportunities, a diversity of restaurants, and a connected system of roadways, sidewalks, greenways, and bicycle lanes will continue to enhance the quality of life of the Town. These services and amenities will be provided while retaining reasonable tax rates and debt levels.



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consider the minutes of the August 9, 2021 Town Council Meeting

Presenting Personnel:

Suggested Motion or Action:

Motion to approve the minutes of the August 9, 2021 Town Council Meeting.

Description/Background:

Recommendation:

Fiscal Impact:

Attachments:

1. August 9 minutes

**TOWN OF HARRISBURG, NORTH CAROLINA
TOWN COUNCIL MEETING
MONDAY, AUGUST 9, 2021
6:00 PM**

MINUTES

This meeting was held in person as well as virtually via the Zoom platform.

Mayor Steve Sciascia called the meeting to order.

PRESENT: Mayor Steve Sciascia; Mayor Pro-Tem Ron Smith, Councilmembers Diamond Staton-Williams, Ian Patrick, Rick Russo, Rodney Dellinger, John Booth, Troy Selberg

1A.

ZOOM NOTIFICATION

The Zoom meeting link and details were published and advertised before the meeting took place and were shown on the agenda.

1B.

AGENDA ADOPTION

The following agenda changes were proposed:

- Remove Items 4C, 4D and 4E and add them to the September agenda.
- Add set a public hearing for September 13, 2021 to consider the annexation of parcels along Blackwelder Rd, associated with rezoning (H2020-02 R) as Item 2E
- Add set a public hearing for September 13, 2021 to consider the annexation of parcels along Lower Rocky River Rd, associated with rezoning for McKinley Subdivision (H2020-07 R) as Item 2F
- Add set a public hearing for September 13, 2021 to consider Conditional Rezoning and Zoning Map Amendment of Properties at the Corner of Rocky River Rd and Hickory Ridge, Shoppes at Hickory Ridge (Blume Corner) (H2021-05 R) as Item 2G

MOTION:

Councilmember Selberg made a motion to approve the agenda with the changes as proposed. Second was made by Councilmember Staton-Williams. **The motion passed 7-0.**

1C.

INVOCATION

Mayor Sciascia conducted the invocation.

1D.

PLEDGE OF ALLEGIANCE

1E.

SPECIAL PRESENTATIONS

- **Sustainability Advisory Board Update – Scott Noel and Mark Allen.** Board is focused on things like waste, energy, water and air quality. The Green Leaf program is going to have a name change and be implemented next year. We have an EV charging station installed at Harrisburg Park and that will be going live very soon thanks to a grant. There is also an air quality monitor at Harrisburg Park. We would love to eventually install those in all the parks in town. National Drive Electric Week event to be held in Town Center September 25th. Working with Town staff to discuss the replacement of Town fleet vehicles with more environmentally friendly options in the future. Tree save programs – Arbor Day Foundation program to provide trees to residents. Requires a \$5000 investment from the Town. The Foundation matches that commitment also. Was approved earlier this year, but we have had an administration change since then.
- **Recognition of the 2021 HACH Committee Art Walk Scholarship Recipient.** The Harrisburg Arts, Culture and Heritage Committee annually awards a one-time \$1,000 Art Walk Scholarship to a graduating high school

senior who demonstrates excellence in creative writing, dance, drama or the visual arts and who also plans to further his/her education in the Arts at the collegiate level. This year's recipient is Rachel Wilson.

Before moving to Public Comment, Mayor Sciascia asked Engineering and Public Works Director, Rob Donham, to address the issue of Rocky River Crossing Road. Most people who have signed up to speak during public comment have listed this as the subject they are speaking about. Mr. Donham stated that for now, the plan is to put everything back as it was before, stop bars, etc. The stop signs will stay in place, and nothing is coming to Council to look at other options without much analysis first.

1F.

PUBLIC COMMENT

- Toni Jenschke, 6230 Roseway Court, Harrisburg – wants to keep Rocky River Crossing Road a neighborhood road, not a thru road. Keep the stops signs up.
- David Tasillo, 6017 Creekview Court, Harrisburg – same opinion concerning Rocky River Crossing Road
- Lenore Loveless, 4388 Winterwood Lane, Harrisburg – same opinion concerning Rocky River Crossing Road
- Kelly Phillips, 6005 The Meadows Lane, Harrisburg – same opinion concerning Rocky River Crossing Road
- Johnine Swindler, 6204 Roseway Court, Harrisburg – same opinion concerning Rocky River Crossing Road
- Laura Milliken, 5899 Crimson Oak Court, Harrisburg – same opinion concerning Rocky River Crossing Road
- Ave Leath, 6025 The Meadows Lane, Harrisburg – same opinion concerning Rocky River Crossing Road
- Sarah Ziegler, 4343 Crestline Lane, Harrisburg – same opinion concerning Rocky River Crossing Road
- Chris Parnell, 6153 Creekview Court, Harrisburg – same opinion concerning Rocky River Crossing Road
- Cordella Fox, 5908 Heartwood Court, Harrisburg – legally blind, same opinion concerning Rocky River Crossing Road. Asked about the lights at the crosswalk and the letter concerning the water violation
- Alice, 4723 Stoneybrook Lane, Harrisburg – same opinion concerning Rocky River Crossing Road
- Mack Daniel, 4721 Willow Glen, Harrisburg – same opinion concerning Rocky River Crossing Road
- Jeff Phillips, 6005 The Meadows Lane, Harrisburg – same opinion concerning Rocky River Crossing Road
- Brett Crosby, Harrisburg YMCA – had to shut down summer camp due to COVID, was off-site, not in the Town Center.

2.

CONSENT AGENDA

- A. Consider the minutes of the July 12, 2021 Town Council Meeting
- B. Consider the minutes of the July 12, 2021 Closed Session
- C. Consider Public Works Purchase and Repair contracts and related FY2022 Budget Ordinance Amendment
- D. Consider FY2022 Budget Ordinance Amendments
- E. Set a public hearing for September 13, 2021 to consider the annexation of parcels along Blackwelder Road, associated with rezoning (H2020-02 R)
- F. Set a public hearing for September 13, 2021 to consider the annexation of parcels along Lower Rocky River Road, associated with rezoning for McKinley Subdivision (H2020-07 R)
- G. Set a public hearing for September 13, 2021 to consider Conditional Rezoning and Zoning Map Amendment of Properties at the Corner of Rocky River Rd and Hickory Ridge, Shoppes at Hickory Ridge (Blume Corner) (H2021-05 R)

MOTION:

Councilmember Selberg made a motion to approve the Consent Agenda. Second was made by Councilmember Booth.
The motion passed 7-0.

3A.

COMMUNICATIONS

TOWN MANAGER/FINANCE REPORT

Manager Report:

- Gave a CHA update concerning COVID-19:
 - 555 positive cases in the last 7 days in Cabarrus County
 - 4 deaths
 - 10.8% positive
 - 78 people in hospital

- Vaccinated:
 - 45% of all population vaccinated and 41% fully
 - 53.4% of eligible population vaccinated and 49.2% fully
- 66.3% of NC submitted cases are Delta variant
- Recommends everyone inside to wear masks regardless of vaccination status
- NC Governor:
 - Recommends everyone inside to wear masks regardless of vaccination status
 - Recommends getting census of employees' vaccination status
 - Recommends putting measures in place to encourage vaccines
 - His cabinet requires weekly COVID testing in lieu of getting vaccine
 - Currently leaving in large scale mask mandates in hands of local governments
- Discussions of putting masks back in place for all employees encourage staff to go back to more virtual meetings
- Does Council have any interest to going back full virtual for Council meetings?
 - Kannapolis & Midland going back to full virtual meetings
 - Cabarrus County and Concord still in person meetings but in discussions for future

TTHM Update

- Weekly sampling has continued to stay well below the .080 mg/L for the last several weeks
- Will be taking official sample this week
 - If low enough will bring us out of noncompliance
 - If below but still not low enough, may continue to stay in violation for another 90 days
- Aggressively flushing hydrants at Caldwell Road station and working with Concord to help on their end

Pharr Mill Committee

- Parks is actively putting together a committee to help with the planning of what to do with the land and old mill that was deconstructed
- Committee will be made up of the public, HACH, Parks & Rec Advisory Board, staff and Council
- Once plan is put together will be presented to Council for consideration

Citizens' Academy

- Closing date for applications – 9/6
- Begins 9/21

Youth Council

- Closing date for applications – 8/11
- Bylaws updates – change year to Aug. thru Apr., change residency requirements to include students who attend Cabarrus County Schools as well as private schools and those who are homeschooled or live in Harrisburg.

Upcoming Important Dates

- All athletics programs are beginning this month
- Rockin' the Burg Concert – Carolina Soul Band
 - Saturday, 8/14, 6PM, Harrisburg Park

Arbor Day Foundation Tree Program

- The money approved earlier this year for this program is in the Council Special Projects budget. Need direction from Council to proceed with this.

MOTION:

Mayor Pro-Tem Smith made a motion to approve spending \$5,000 from the Council Special Projects budget for the Arbor Day Foundation tree program. Second was made by Councilmember Selberg. **The motion passed 7-0.**

Finance Report:

- Interim Town Manager Lee Connor presented the Finance report.

Law Enforcement Update:

- Sgt. Gerald Williams presented the Law enforcement report.

3B.**COMMUNICATIONS****MAYOR'S COMMENTS**

- Reached out to School Board concerning school busses. In neighborhoods that the Town has not taken over the maintenance of the streets, those streets are considered private. School busses are not allowed to drive on those roads, so kids are having to walk long distances to the bus stop in some cases. Would like to look into seeing what can be done about this. There is a state statute that does not allow the busses to drive on private streets, but there may be a loophole that we can leverage with the School Board.

3C.**COMMUNICATIONS****COUNCIL'S COMMENTS****Councilmember Staton-Williams**

- Attended the Advanced Leadership Corps at the School of Government. Was one of only two people in Cabarrus County to attend. This is a wonderful opportunity and encouraged any of Council that might be interested to attend the next session in February to apply.
- Multi-Cultural Festival coming up on September 18th
- National Drive Electric Week event on September 25th

Councilmember Selberg

- Centralina Regional Council of Governments – Asked staff to work with them to look for opportunities to identify projects that may qualify for Small Cities Communities Block Grant funds from the NC Department of Commerce.

Councilmember Patrick

- Recently some electrical work was being done on Highway 49 and they had one lane shut down between 4-6pm. Really bad time to shut down one lane of a major thoroughfare. Rob Donham reached out to NCDOT and requested this not happen again.
- Would like to see the right lane on Roberta Road going towards Veteran's Bridge made a right turn only. The only issue is that the center lane would then stack up with those who are needing to go straight. Staff will get more information from NCDOT about whether this is feasible.
- Thanked Lee Connor and Rob Donham for handling a resident issue concerning Caldwell Road and Tom Query Road.

Mayor Pro-Tem Smith

- Asked for Stallings Road round-about update. Rob Donham stated that there is no utility clearance yet so they cannot do anything until that happens. There are some concerns about work starting there when school starts. Rob stated that we can say that no work can be done the first week of school or during drop-off and pick-up times.
- Asked about gravel being used on shoulder of roads. Rob responded that this was a permanent solution on these roads. We can complain if the gravel used is too large.

4A.

PUBLIC HEARING

Consider the Adoption of the Revised Stormwater Ordinance. Town Staff is responding to the changing needs of the community and updating the Storm Water ordinance to provide clarity on the escrow account contribution and maintenance required of HOAs. Staff is utilizing updates based on feedback received from Town Council and implementing changes from the model ordinance published by the State of North Carolina.

Changes include the following:

- Revision of the Escrow contribution from 15% developer to 25% developer. Change from 10 year fully funded to 15-year fully funded. Change homeowner contribution to flat rate over 15-year period. Change total contribution amount to 75% (reduced from 100%)
- Incorporate zero net fill in floodplain requirements.
- Incorporate pet waste ordinance, as required by the state for the storm water permit.

Following the ordinance update, Town Staff will publish a revised Storm Water Drainage Manual to reflect the changes initiated by the Ordinance.

The public hearing was opened.

Speaking: none

The public hearing was then closed.

Adoption action will be at the September 13th meeting.

4B.

PUBLIC HEARING

Consider the Naming of the Athletic Fields at Holcomb Woods Development. As part of the conditions of the Holcomb Woods residential development off Plaza Road Extension, the development was to provide fields and parking for the Town. This has since been taken over by the Town and the fields have been graded and completed. There are still some landscaping items that needs to be complete before use, but plans are to have it opened by this fall for athletics programming.

Based on a 2017 policy adopted by Council regarding the naming of parks, there is a specific process to be followed. In summary:

- Staff, Town residents, community leaders and organizations interested in proposing a name for the park are invited to submit written recommendations. These were solicited and received earlier in this calendar year.
- The Parks & Recreation Director forwards naming recommendations to the Parks and Recreation Advisory Board for consideration and recommendation to Town Council.
- Town Council allows for public input and comment and ultimately will confirm the name via resolution.

The Harrisburg Parks & Recreation Advisory Board recently advertised and accepted suggestions for naming the new athletic development at the Holcomb Woods development. Two suggestions were submitted by residents but were rejected based on redundancy and appropriateness. After some discussion, it was decided to formally recommend to Council the name of "Holcomb Woods Athletic Complex" as the fields will host multiple activities including, but not limited to, soccer, football and cricket.

The public hearing was opened.

Speaking: none

The public hearing was then closed.

Action on this item will be taken at the September 13th meeting.

4C.

PUBLIC HEARING

Consider the Conditional Rezoning, Zoning Map Amendment and Annexation of Properties Off of Blackwelder Rd (H-2020-02 (R)). *This item was removed from the agenda earlier in the meeting.*

4D.

PUBLIC HEARING

Consider the Conditional Rezoning, Zoning Map Amendment and Annexation for McKinley Residential Subdivision off of Lower Rocky River Rd (H2020-07 (R)). *This item was removed from the agenda earlier in the meeting.*

4E.

PUBLIC HEARING

Consider the Conditional Rezoning and Zoning Map Amendment of Properties at the Corner of Rocky River Rd and Hickory Ridge, Shoppes at Hickory Ridge (Blume Corner). H2021-05 (R). *This item was removed from the agenda earlier in the meeting*

5A.

OLD BUSINESS

Consider the adoption of Highway 49 Corridor Improvement Plan. Town Council approved the contract in June 2020 to kick-off a yearlong Planning Process (\$74,000 budget) to create a Corridor Improvement Plan for Highway 49.

In 2018, the Harrisburg Town Council adopted the Harrisburg Area Land Use Plan (HALUP), developed in partnership with Cabarrus County. This plan provides the vision and framework for future development of the Town through 2040 and creates a “Strategic Transportation Plan” with one of the top priorities being improvement to the appearance of the NC49 Corridor.

The goal of the Highway 49 Corridor Plan is to provide solutions and prioritized recommendations for improvements to address access management, safety, streetscape improvements, land use and local policy recommendations to enhance future development and assist the Town in creating a sense of place for the corridor that is unique to the Town.

The plan will be delivered as an online story map, an executive summary will be created using a traditional print format and available to download/print from the website. A DRAFT of the plan is available at <https://storymaps.arcgis.com/stories/3df815e5e4fb44f98351afec8a14a8a5>

Planning and Economic Development Director, Sushil Nepal and Paul Trapp from the Timmons Group presented the background information.

A Public Hearing on the DRAFT plan was held at the Council's June meeting.

Discussion surrounded traffic concerns while construction of any Highway 49 Corridor beautification projects are going on, impact to local businesses, and processes for making these changes

MOTION:

Councilmember Selberg made a motion to adopt the Highway 49 Corridor Improvement Plan, as presented. Second was made by Councilmember Booth. **The motion passed 6-1 (Councilmember Dellinger voting against).**

5B.

OLD BUSINESS

Consider adoption of the updated Harrisburg's Unified Development Ordinance (UDO). Town Council approved the contract with Kendig Keast Collaborative (KKC) on March 09, 2020 to kick-off the process to review and update the Harrisburg's Unified Development Ordinance (UDO).

In 2018, the Harrisburg Town Council adopted the Harrisburg Area Land Use Plan (HALUP), developed in partnership with Cabarrus County. The Harrisburg Area Land Use Plan (HALUP) provides a general direction for future growth and development in and around Harrisburg. The policy document conveys a future vision and the steps to achieve that vision and the Unified Development Ordinance (UDO) is a tool to help the Town achieve such vision. One of the recommendations included in the HALUP was to update the Town's UDO to align with the recently adopted HALUP. The UDO updates also take into account the newly adopted state law Chapter 160D by the North Carolina General Assembly that governs the municipal land use regulations.

The new UDO will be published in its native web format and the DRAFT is available for your review

at <http://online.encodeplus.com/regs/harrisburg-nc/doc-viewer.aspx#secid-3457>. A PDF Included is a PDF of the DRAFT UDO has been provided for your consideration as well. A summary of changes highlighting key areas of update was also included for your review.

A Public Hearing on the DRAFT UDO was held at the July 12th meeting.

Background information presented by Sushil Nepal, along with Brian Mabry from Kendig Keast.

MOTION:

Mayor Pro-Tem Smith made a motion to adopt the Harrisburg Unified Development Ordinance (UDO), as presented. Second was made by Councilmember Dellinger. **The motion passed 7-0.**

The following Consistency Statement was then proposed:

CONSISTENCY STATEMENT:

Based on the staff presentation and presentation by the consultant, the revised Harrisburg Unified Development Ordinance (UDO) is consistent with the provisions of the Harrisburg Area Land Use Plan and is reasonable and in the public interest.

MOTION:

Mayor Pro-Tem Smith made a motion to approve the Consistency Statement as presented. Second was made by Councilmember Dellinger. **The motion passed 7-0.**

5C.

OLD BUSINESS

Consider revised compactor relocation agreement with the Harrisburg Town Center HOA and related FY2022 Budget Ordinance amendments. The Town currently provides and services a compactor outside of the limits of the HOA community on a currently undeveloped parcel within Town Center. This arrangement has been in place since Town Center was built.

As the Town considers the condos in Town Center a commercial property, trash and recycling services are not typically provided to commercial properties by ordinance. A couple of years ago, Town staff and members of the Town Center HOA met and decided to have the compactor relocated onto the HOA's property where they would own/lease it and be able to properly service it moving forward. This would not only get this commercial property to be consistent with other similar developments around Town, it would also remove the responsibility from the Town for having to maintain that site, which is also not the Town's property.

Relocating the compactor to inside of the community would also allow economic development on the parcel where the compactor is currently located, and help to eliminate illegal dumping at the site from non-residents of the Town Center area.

Per this agreement with the HOA, the Town of Harrisburg will be responsible for coordination with WastePro to remove the existing compactor. The Town of Harrisburg will coordinate removal of the existing pad either by utilizing its own forces or requiring it of the party that chooses to redevelop the parcel. The HOA will be responsible for constructing a new compactor pad, with the design, location and cost subject to the approval of the Town. The HOA will be responsible for contracting with a service provider of their choosing for a new compactor, and if they choose, hand-held recycling services. Once the work is complete, reviewed, and deemed acceptable by the Town, the Town will reimburse the HOA for the costs associated with this work up to a maximum contribution of \$150,000.

The Town previously entered an agreement that the HOA was not able to carry out, and the Town subsequently voided the agreement due to inaction. The Town would like to enter into a new agreement with an understanding that if the work is not completed by March 2022, the Town will have the authority to remove the compactor and the HOA will be responsible for installing a new compactor entirely at their own cost.

Work eligible for reimbursement is outlined in the proposed contract but is limited to construction of the pad and related facilities. The purchase or rental of a compactor shall be a separate cost bore by the HOA alone.

Rob Donham presented the background information.

MOTION:

Mayor Pro-Tem Smith made a motion to approve the contract in the amount of \$150,000 with the Town Center HOA for the relocation of the existing trash compactor. Second was made by Councilmember Selberg. **The motion passed 7-0.**

6A.

NEW BUSINESS

Consider approval of the Preliminary Plat for Courtyards on Robinson Church H2021-1-(S). McKim and Creed, on behalf of Epcon Communities has submitted a Preliminary Plat application for 77 age-restricted (55+ only) single family homes, located on the southwest corner of the Tom Query Road and Robinson Church Road intersection. The site pin is 5507-50-8410-0000 and consists of a total area of 32.85 acres. The subject property was rezoned in 2020 (Case #H2019-03-R) to CZ-RV to allow for 77 age-restricted single-family homes.

A staff report has been provided for more information and a site plan along with development notes is submitted for your consideration. Staff has reviewed the site plan in accordance with the Harrisburg Area Land Use Plan (HALUP) and Unified Development Ordinance (UDO).

Sushil Nepal presented the background information.

MOTION:

Councilmember Selberg made a motion to approve the Preliminary Plat application as requested by the applicant for the related property in application H-2021-1(S). Second was made by Councilmember Booth. **The motion passed 7-0.**

6B.

NEW BUSINESS

Consider approval of the FY2022 Professional Services Contract with HDR Engineering, Inc. for MS4 Permit Implementation and Storm Water Construction Document Review. The Town of Harrisburg has employed HDR Engineering, Inc. for several years to provide engineering and technical assistance with MS4 implementation to stay current with the requirements of the EPA Phase II permit. HDR also assists the Town with storm water reviews to enforce compliance with the post-construction local, state and federal storm water standards.

In addition to the assistance that has been provided historically, HDR will be assisting the Town with a mock-audit to ensure preparedness for the upcoming Phase II permit evaluation. They will be assisting the Town with Drainage Manual updates, Illicit Discharge detection and elimination policy development, and post-construction inspections of the Town's storm water facilities to comply with the state permit.

After some discussion, the following action was taken:

MOTION:

Councilmember Dellinger made a motion to award engineering contract in the amount of \$72,000 to HDR Engineering, Inc. for the FY2022 MS4 Permit Implementation and Storm Water Construction Document review. Second was made by Mayor Pro-Tem Smith. **The motion passed 7-0.**

7.

ACTION ITEMS

- Rocky River Crossing Road – put stop bars back down. Staff will come back to Council at some point in the future with a full analysis of whether that street should be classified as a neighborhood street or a thoroughfare.
- Work on getting the \$5,000 to the Arbor Day Foundation for the tree program.
- Work to see if we can find a solution to the issue of school busses not being allowed on subdivision streets where the Town has not yet taken over the maintenance.
- Work with the CCOG Regional Council to identify any projects that might qualify for Small Cities Community Block Grant funds.
- Check into the issue of gravel on the shoulder of Stallings Road and Robinson Church Road.

8.

CLOSED SESSION

MOTION:

Mayor Pro-Tem Smith made a motion to go into Closed Session. Second was made by Councilmember Selberg. **The motion passed 7-0.**

Upon returning from Closed Session, the following action was taken:

MOTION:

Mayor Pro-Tem Smith made a motion to come out of Closed Session and return to regular business. Second was made by Councilmember Selberg. **The motion passed 7-0.**

9.

ADJOURNMENT:

MOTION:

There being no further business, Councilmember Selberg made a motion to adjourn the meeting. Second was made by Mayor Pro-Tem Smith. **The motion passed 7-0.**

ATTEST:

Steve Sciascia, Mayor

Janet Rackley, Town Clerk



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consider the minutes of the August 9, 2021 Closed Session

Presenting Personnel:

Suggested Motion or Action:

Motion to approve the minutes of the August 9, 2021 Closed Session.

Description/Background:

Recommendation:

Fiscal Impact:

Attachments:

None



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consider the minutes of the August 12, 2021 Called Council Meeting

Presenting Personnel:

Suggested Motion or Action:

Motion to approve the minutes of the August 12, 2021 Called Town Council Meeting.

Description/Background:

Recommendation:

Fiscal Impact:

Attachments:

1. August 12 Minutes

**TOWN OF HARRISBURG, NORTH CAROLINA
TOWN COUNCIL SPECIAL CALLED MEETING
THURSDAY, AUGUST 12, 2021
HARRISBURG TOWN HALL
6:00 PM**

MINUTES

NOTICE

This was a teleconferenced meeting via the Zoom platform due to the current COVID-19 situation.

PRESENT: Mayor Steve Sciascia, Councilmembers Troy Selberg, Rodney Dellinger, Rick Russo, Ian Patrick, John Booth, Diamond Staton-Williams

ABSENT: Mayor Pro-Tem Ron Smith

1.

CALL TO ORDER

Mayor Sciascia called the meeting to order.

2A.

CLOSED SESSION

MOTION:

Councilmember Selberg made a motion to go into Closed Session to discuss personnel matters. Second was made by Councilmember Booth. **The motion passed 6-0.**

Upon returning from Closed Session the following action was taken:

MOTION:

Councilmember Selberg made a motion to come out of Closed Session and return to regular business. Second was made by Councilmember Staton-Williams. **The motion passed 6-0.**

There will be another Called Council meeting for the same purpose on August 26, 2021, at 6:00 pm.

4.

ADJOURNMENT

MOTION:

There being no further business, Councilmember Selberg made a motion to adjourn the meeting with a second from Councilmember Russo. **The motion passed 6-0.**

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consider the minutes of the August 12, 2021 Closed Session

Presenting Personnel:

Suggested Motion or Action:

Motion to approve the minutes of the August 12, 2021 Closed Session.

Description/Background:

Recommendation:

Fiscal Impact:

Attachments:

None



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consider the minutes of the August 26, 2021 Called Town Council Meeting

Presenting Personnel:

Suggested Motion or Action:

Motion to approve the minutes of the August 26, 2021 Called Town Council Meeting.

Description/Background:

Recommendation:

Fiscal Impact:

Attachments:

1. August 26 Minutes

**TOWN OF HARRISBURG, NORTH CAROLINA
TOWN COUNCIL SPECIAL CALLED MEETING
THURSDAY, AUGUST 26, 2021
HARRISBURG TOWN HALL
6:00 PM**

MINUTES

NOTICE

This was a teleconferenced meeting via the Zoom platform due to the current COVID-19 situation.

PRESENT: Mayor Steve Sciascia, Mayor Pro-Tem Ron Smith, Councilmembers Troy Selberg, Rodney Dellinger, Ian Patrick, John Booth, Diamond Staton-Williams

ABSENT: Councilmember Rick Russo

1.

CALL TO ORDER

Mayor Sciascia called the meeting to order.

2A.

CLOSED SESSION

MOTION:

Councilmember Selberg made a motion to go into Closed Session to discuss personnel matters. Second was made by Councilmember Booth. **The motion passed 6-0.**

Upon returning from Closed Session the following action was taken:

MOTION:

Mayor Pro-Tem Smith made a motion to come out of Closed Session and return to regular business. Second was made by Councilmember Selberg. **The motion passed 6-0.**

4.

ADJOURNMENT

MOTION:

There being no further business, Councilmember Selberg made a motion to adjourn the meeting with a second from Councilmember Staton Williams. **The motion passed 6-0.**

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consider the minutes of the August 26, 2021 Closed Session

Presenting Personnel:

Suggested Motion or Action:

Motion to approve the minutes of the August 26, 2021 Closed Session.

Description/Background:

Recommendation:

Fiscal Impact:

Attachments:

None



TOWN OF HARRISBURG

Agenda Item Details

Title:

Constitution Week Proclamation

Presenting Personnel:

Suggested Motion or Action:

None necessary

Description/Background:

Recommendation:

Fiscal Impact:

Attachments:

1. Proclamation



Proclamation

WHEREAS, September 17, 2021 marks the 234th anniversary of the signing of the Constitution of the United States of America by the Constitutional Convention; and

WHEREAS, it is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and

WHEREAS, it is fitting and proper to officially recognize patriotic celebrations which will commemorate the occasion; and

WHEREAS, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week;

NOW, THEREFORE, I, Steve Sciascia, Mayor of the Town of Harrisburg, North Carolina, do hereby proclaim September 17 through 23, 2021

Constitution Week

in the TOWN OF HARRISBURG and urge our citizens to reaffirm the ideals the Framers of the Constitution had in 1787.

This is 13th day of September 2021.

Steven J. Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Approval of Tractor Lane and Aledith Street for Street Acceptance and Related Values

Presenting Personnel:

Robert Donham, Town Engineer

Suggested Motion or Action:

To approve the acceptance of street and storm water infrastructure of Tractor Lane and Aledith Street and adopt the related resolution and infrastructure values of \$220,927 in Streets and \$25,052 in Storm Water.

Description/Background:

The proposed streets for acceptance are associated with the new development of the Tractor Supply Co. and the associated outparcels. Staff has worked with the developer to complete the construction of the neighborhood to Town Standards.

Along with acceptance of the roads and storm infrastructure, the Town must also accept a value of those assets to properly account for them in the Town's financial records. Based on the attached engineer's cost estimate, the value has been determined to be \$220,927 for streets, sidewalks and curb and gutter and \$20,052 for storm water infrastructure.

Recommendation:

Staff recommends approval of the Aledith Street and Tractor Lane acceptance and Related Values.

Fiscal Impact:

The only direct fiscal impact to the Town as a result of the acceptance is the addition of the street light electricity costs, billed by Duke Energy each month. Aside from assuming maintenance of the street light electricity bill, there are no other direct fiscal impacts to the Town. The values noted above for the installation costs of the infrastructure will be incorporated into the financial records of the Town with the annual financial audit.

With acceptance, the Town will assume maintenance of the roads. The Town will also begin to collect Powell Bill funds for the street miles associated with Aledith Street and Tractor Lane once they become Town-Owned streets.

Attachments:

1. DRAFT UNTIL RECORDED - Tractor Supply - Council Resolution for Acceptance
2. TSC Roads Engineer Estimate

STATE OF NORTH CAROLINA
COUNTY OF CABARRUS

TO BE RECORDED
REQUEST FOR TOWN OF
HARRISBURG TO ACCEPT
ASPHALT & STORM DRAINAGE SYSTEMS
TRACTOR LANE AND ALEDITH STREET

Whereas, this is to certify that the previous developer and original owner installed asphalt and storm drainage systems for the Tractor Supply Co. Development, including Aledith Street and Tractor Lane, which are recorded in **Book ?? Page ??, dated August ??, 2021** and labeled as 60' Public Right-of-Way; and labeled as Aledith Street and Tractor Lane; and are located in the Town of Harrisburg,

Whereas, existing right of way is measured 60 feet wide from road center,

Whereas, asphalt, curb, gutter, and sidewalk (\$220,927) and storm drainage systems (\$25,052) have been installed on these streets to the standards and specifications of the Town of Harrisburg Engineering Department,

Whereas, the Town of Harrisburg desires to accept the asphalt and storm drainage system from the developer, to be owned and maintained as part of the Town's public roadway and storm drainage systems.

The Town of Harrisburg seeks to accept the above mentioned asphalt, curb, gutter and sidewalk and storm drainage systems for Aledith Street and Tractor Lane into the Town's systems, to be owned and maintained as a part of the Town's public roadway and drainage systems.

Adopted this 13th day of September, 2021

Steven J. Sciascia, Mayor

Attest:

Janet Rackley, Town Clerk

Tractor Lane and Aledith Street Road and Stormwater Estimate
 Prepared by Town of Harrisburg Engineering Staff

Description	Quantity	Unit	Unit Price Estimate	Total
18"	294	LF	\$ 58.00	\$ 17,052.00
Curb Inlet	3	EA	\$ 2,000.00	\$ 6,000.00
Junction Box	1	EA	\$ 2,000.00	\$ 2,000.00
Stormwater Subtotal				\$ 25,052.00
Description	Quantity	Unit	Unit Price Estimate	Total
Aledith Street (338' at 24' Wide)	901	SY	\$ 47.00	\$ 42,362.67
Tractor Lane (615' at 24' Wide)	1640	SY	\$ 47.00	\$ 77,080.00
5' Concrete Sidewalk	951	SY	\$ 55.00	\$ 52,305.00
ADA Ramps	17	EA	\$ 880.00	\$ 14,960.00
Curb and Gutter	1711	LF	\$ 20.00	\$ 34,220.00
Pavement/Sidewalk Subtotal				\$ 220,927.67
Grand Total Engineer's Estimates for Road and Stormwater Improvements				\$ 245,979.67

This estimate is for the installed road and storm drainage improvements in the Tractor Supply Co. and outparcel properties. Town Staff utilized 2020 construction contract invoices and bond estimates to determine rates, which include labor to construct.

|

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TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Approval of Market Way, Ideal Way, Park Place, and Courtyard Boulevard in the Courtyards at Harris Depot Subdivision for Street Acceptance and Related Values

Presenting Personnel:

Robert Donham, Town Engineer

Suggested Motion or Action:

To approve the acceptance of street and storm water infrastructure of Park Place, Market Way, Ideal Way, and Courtyard Boulevard, and adopt the related resolution and infrastructure values of \$187,830 in Storm Water and \$436,807 in Streets.

Description/Background:

The Courtyards at Harris Depot is an existing subdivision in the Town of Harrisburg Limits off of Harris Depot Road. Staff has worked with the developer to complete the construction of the neighborhood to Town Standards.

Along with acceptance of the roads and storm infrastructure, the Town must also accept a value of those assets to properly account for them in the Town's financial records. Based on the attached engineer's cost estimate, the value has been determined to be \$436,807 for streets, sidewalks and curb and gutter and \$187,830 for storm water infrastructure.

Recommendation:

Staff recommends approval of the Courtyards at Harris Depot Subdivision acceptance and Related Value

Fiscal Impact:

The only direct fiscal impact to the Town as a result of the acceptance is the addition of the street light electricity costs, billed by Duke Energy each month. Aside from assuming maintenance of the street light electricity bill, there are no other direct fiscal impacts to the Town. The values noted above for the installation costs of the infrastructure will be incorporated into the financial records of the Town with the annual financial audit.

With acceptance, the Town will assume maintenance of the roads. The Town will also begin to collect Powell Bill funds for the street miles associated with Market Way, Ideal Way, Courtyard Blvd, and Park Place once they become Town-owned streets.

Attachments:

1. Courtyards - Council Resolution for Acceptance
2. Courtyards at Harrisburg - Engineer's Estimate

STATE OF NORTH CAROLINA
COUNTY OF CABARRUS

BOOK 66 PAGE 73
BOOK 72 PAGE 51
BOOK 81 PAGE 90
REQUEST FOR TOWN OF
HARRISBURG TO ACCEPT
ASPHALT & STORM DRAINAGE SYSTEMS
MARKET WAY, COURTYARD BOULEVARD,
IDEAL WAY, AND PARK PLACE
COURTYARDS AT HARRIS DEPOT SUBDIVISION

Whereas, this is to certify that the previous developer and original owner installed asphalt and storm drainage systems in the Courtyards at Harris Depot Subdivision, including Market Way, Courtyard Boulevard, Ideal Way, and Park Place, which are recorded in Book 66 Page 73, dated August 5, 2014 and book 72, Page 51, dated August 15, 2016, and labeled as 50' Public Right-of-Way; and labeled as Market Way, Courtyard Boulevard, Ideal Way and Park Place; and are located in the Town of Harrisburg,

Whereas, existing right of way is measured 50 feet wide from road center,

Whereas, asphalt, curb, gutter, and sidewalk (\$436,807) and storm drainage systems (\$187,830) have been installed on these streets in Courtyards at Harris Depot Subdivision to the standards and specifications of the Town of Harrisburg Engineering Department,

Whereas, the Town of Harrisburg desires to accept the asphalt and storm drainage system from the developer, to be owned and maintained as part of the Town's public roadway and storm drainage systems.

The Town of Harrisburg seeks to accept the above mentioned asphalt, curb, gutter and sidewalk and storm drainage systems for the Courtyards at Harris Depot Subdivision into the Town's systems, to be owned and maintained as a part of the Town's public roadway and drainage systems.

Adopted this 13th day of September, 2021

Steven J. Sciascia, Mayor

Attest:

Janet Rackley, Town Clerk

Courtyards at Harrisburg Road and Stormwater Estimate
 Prepared by Town of Harrisburg Engineering Staff

Description	Quantity	Unit	Unit Price Estimate	Total
15"	1644	LF	\$ 52.00	\$ 85,488
18"	564	LF	\$ 58.00	\$ 32,712
24"	114	LF	\$ 70.00	\$ 7,980
30"	50	LF	\$ 95.00	\$ 4,750
Curb Inlet	24	EA	\$ 2,000.00	\$ 48,000
Yard Inlet	1	EA	\$ 2,000.00	\$ 2,000
15" FES	1	EA	\$ 900.00	\$ 900
Manhole	3	EA	\$ 2,000.00	\$ 6,000
Stormwater Subtotal				\$ 187,830
Description	Quantity	Unit	Unit Price Estimate	Total
Courtyard Boulevard (350' at 24' Width)	933	SY	\$ 47.00	\$ 43,867
Ideal Way (691' at 24' Width)	1843	SY	\$ 47.00	\$ 86,605
Market Way (678' at 24' Width)	1808	SY	\$ 47.00	\$ 84,976
Park Place (330' at 24' Width)	880	SY	\$ 47.00	\$ 41,360
5' Concrete Sidewalk	2706	SY	\$ 25.00	\$ 67,639
ADA Ramps	17	EA	\$ 880.00	\$ 14,960
Curb and Gutter	4870	LF	\$ 20.00	\$ 97,400
Pavement/Sidewalk Subtotal				\$ 436,807
Grand Total Engineer's Estimates for Road and Stormwater Improvements				\$ 624,637

This estimate is for the installed road and storm drainage improvements in the Courtyards at Harrisburg Subdivision. Town Staff utilized 2020 construction contract invoices and bond estimates to determine rates, which include labor to construct.



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Approval of Speed Limit Ordinance on NC 49

Presenting Personnel:

Robert Donham, Town Engineer

Suggested Motion or Action:

If approved:

Motion to execute attached municipal declaration certificate to execute 55 MPH speed limit for NC49 between 0.42 miles north of Shamrock Road and 0.324 miles east of Lippard Lane.

Description/Background:

NCDOT has requested the Town authorize a municipal declaration of speed limit at 55 MPH for the section of NC49 0.42 miles north of Shamrock Road and 0.324 miles east of Lippard Lane, which shall become effective when the Department of Transportation has passed a concurring ordinance. Please note there is NO change to the currently posted speed limit.

Recommendation:

If approved, motion to execute attached municipal declaration certificate to execute 55 MPH speed limit for NC49 between 0.42 miles north of Shamrock Road and 0.324 miles east of Lippard Lane.

Fiscal Impact:

There is no fiscal impact to the Town for passing this ordinance.

Attachments:

1. NCDOT Resolution NC49
2. Speed Limit Ordinance

**Certification of Municipal Declaration
To Enact Speed Limits and Request for Concurrence**

Concurring State Ordinance Number: 1077177

Division: 10 **County:** CABARRUS

Municipality: HARRISBURG

Type: Municipal Speed Zones

Road: NC 49

Car: 55 MPH

Truck: 55 MPH

Description: Between a point 0.42 mile north of SR 1160 (Shamrock Road) and a point 0.324 mile east of SR 2892.

Municipal Certification

I, _____, Clerk of _____, do hereby certify that the municipal governing body, pursuant to the authority granted by G.S. 20-141(f), determined upon the basis of an engineering and traffic investigation and duly declared, on the _____ day of _____, 20____, the speed limits as set forth above on the designated portion of the State Highway System, which shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.

The said municipal declaration is recorded as follows:

Minute Book: _____ Page: _____ Ordinance Number: _____

In witness whereof, I have hereunto set my
hand and the municipal seal this _____ day
of _____, 20_____.

(signature)

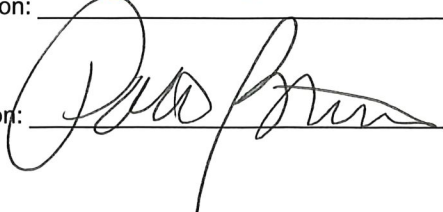
(municipal seal)

Department of Transportation Approval

Division:  _____

Title: DTE _____

Date: 03/13/2020

Region:  _____

Title: RTE _____

Date: 3/16/2020

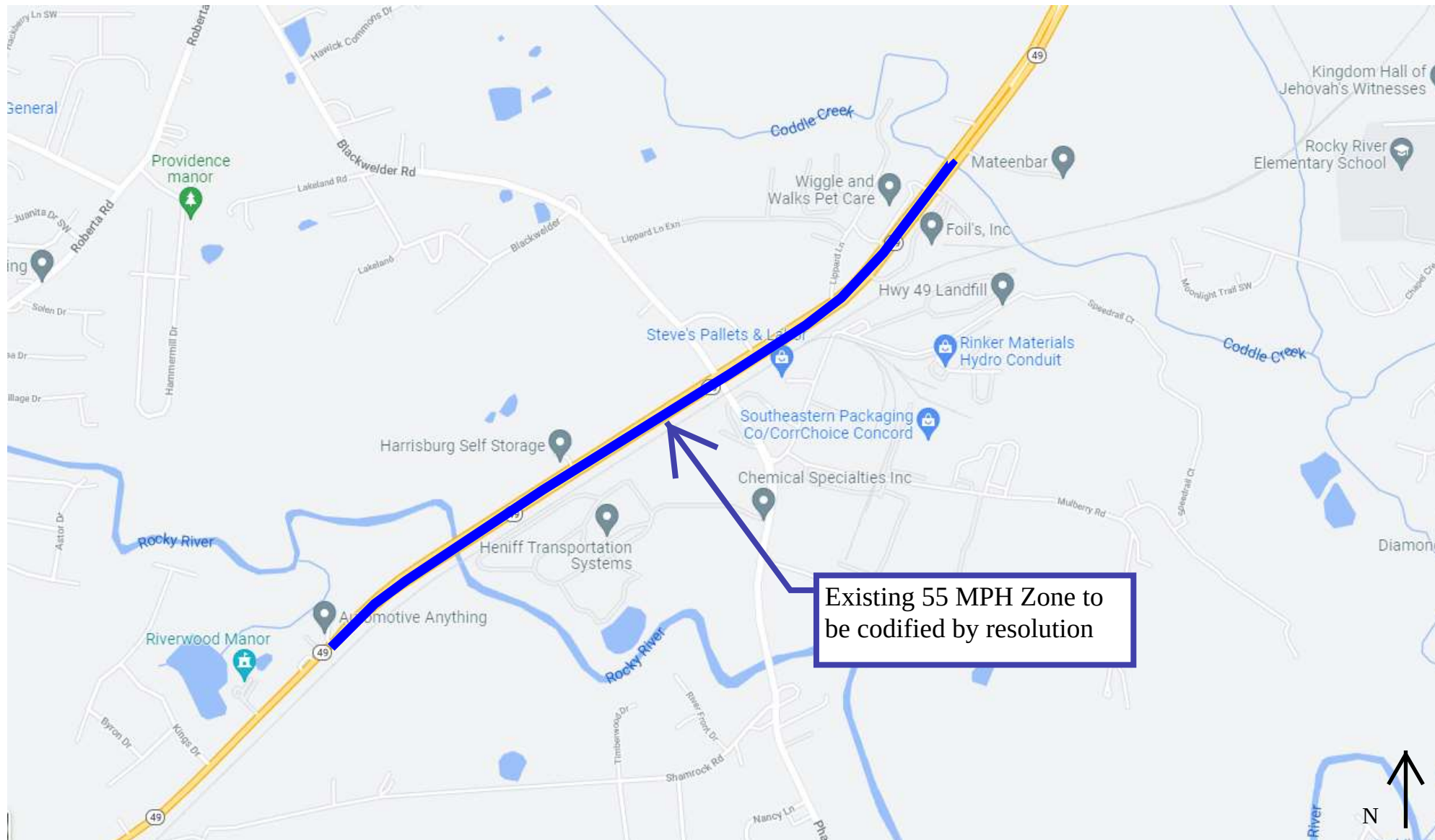


Exhibit to Agenda Item 2.J
September 13, 2021
NCDOT Request for Speed Limit Ordinance on Section of North Carolina Highway 49

Not to Scale



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of FY2021 Budget Ordinance Amendments for End-of-Year Capital Reserve Fund Transfers

Presenting Personnel:

Brian Lee, Finance Director

Suggested Motion or Action:

Motion to approve the FY2021 end-of-year Capital Reserve Funds' transfer budget amendments, as attached.

Description/Background:

1) General Fund - Fund Balance Policy

Town Council implemented a 40% fund balance policy for the General Fund in FY2013. The policy states that 40% of current year operational and debt service expenditures must be maintained in available fund balance and the remainder will be transferred to the Capital Reserve Fund - General Fund. The funds transferred to the Capital Reserve Fund are then legally restricted to be used to fund capital purchases only.

40% of General Fund operational and debt service expenditures totaled approximately \$5,935,000, which allows for a transfer of the excess, or \$3,100,000. The original budget was adopted with an anticipated transfer of \$1,300,000. Some of the contributing factors that led to the increase in the transfer of approximately \$1,800,000 are as follows:

Expected Transfer - Beginning of Year		\$	1,300,000
Growth in 40% FB maintenance requirement			(667,600)
Property Tax over Covid-related allowances	\$	562,703	
Sales Tax over Covid-related allowances		644,247	
Sale of Old Fire Station #2		505,000	
Sales and Services and Investment Income		(429,796)	
Net difference due to Revenue			1,282,154
Personal Services (wages, benefits, taxes) Under budget		610,484	
Employee relations, travel, training Under budget		138,961	
FY20 projects and studies carried over to FY21		(337,000)	
July 4th Expenditures (no event held)		170,000	
Program and Athletic Costs (no programs held)		268,500	
Unutilized Contingency		372,705	
Net difference due to Expenditures			1,223,650
Approximate Transfer - End of Year		\$	3,138,204

2) Water Sewer Fund - Fund Balance Policy

Town Council implemented a 40% fund balance policy in FY2018 and adjusted that percentage down to 30% during FY2019 for the Enterprise Fund (Water & Sewer). The calculation methodology and restrictions on the Capital Reserve dollars are the same for the Enterprise Fund as in the General Fund.

30% of Water and Sewer operational and debt service expenditures totaled approximately \$2,625,000, which allows for a transfer of the excess, or \$1,450,000. The original budget was adopted with an anticipated transfer of \$310,000. Some of the contributing factors that led to the increase in the transfer of approximately \$1,140,000 are as follows:

Expected Transfer - Beginning of Year		\$	310,000
Permits, fees, penalties - COVID restrictions	\$	(80,426)	
Water and Sewer charges and connections		(184,473)	
System Development Charges over expectations		649,500	
Net difference due to Revenue			384,601
Actual expenditures under budget:			
Personal Services (wages, benefits, taxes)		304,701	
Water Sewer charges and connections expense		315,949	
Unutilized Contingency		103,893	
Net difference due to Expenditures			724,543
Approximate Transfer - End of Year		\$	<u>1,419,144</u>

3) Storm Water Fund - Fund Balance Policy

Town Council implemented a 30% fund balance policy in FY2021 for the Enterprise Fund (Storm Water). The calculation methodology and restrictions on the Capital Reserve dollars are the same for the Enterprise Fund as in the General Fund.

30% of Storm Water operational and debt service expenditures totaled approximately \$100,000, which allows for a transfer of the excess, or \$1,500,000. The original budget was adopted with an anticipated transfer of \$1,150,000.

Expected Transfer - Beginning of Year		\$	1,150,000
Actual expenditures under budget:			
Cost Allocations from other funds		30,711	
Unutilized Spot Improvement Funds		61,655	
Savings on delayed studies, professional services		61,937	
Unutilized Contingency		14,873	
Net difference due to Expenditures			169,176
FY2020 Revenues over expenditures - affects available balance to transfer for the Storm Water Fund's initial year transfer (FY2021)			<u>231,721</u>
Approximate Transfer - End of Year		\$	<u>1,550,897</u>

4) General Fund - Greenway Easement and Construction

Separate from the Fund Balance-driven transfers, of the \$170,000 that was allocated for Greenway Easement and

construction cost, \$148,110 was not utilized in FY2021 and will be transferred to the Capital Reserve Fund - Parks and Recreation to be used in a future year on greenway acquisition and construction costs, per Council's budget approval. The original budget was adopted with an anticipated transfer of \$20,000.

5) Water and Sewer - System Development Fees

\$1,850,000 of system development fees received in the Capital Reserve Fund - Water and Sewer Expansion will be transferred to the Water and Sewer Fund, which reflects 100% of the system development charges collected during the fiscal year. These restrictive revenues may only be used for expansion related capital outlay and debt service expenditures in the Water Sewer Fund. The original budget was adopted with an anticipated transfer of \$1,200,500.

6) Water and Sewer Capital Project Expenditures

\$1,087,850 of the Capital Reserve Fund - Water and Sewer will be transferred to the Capital Projects Fund - Water and Sewer to fund actual capital project expenditures incurred in FY2021. The original budget was adopted with an anticipated transfer of \$846,000.

Recommendation:

Staff recommends approval of the budget amendments, as presented.

Fiscal Impact:

\$3,100,000 will be transferred from the General Fund to the Capital Reserve Fund - General Fund. Total fund balance in the Capital Reserve Fund - General Fund will total approximately \$5,260,000 as of June 30, 2021.

\$148,110 will be transferred from the General Fund to the Capital Reserve Fund - Parks and Recreation. Fund balance in the Capital Reserve Fund - Parks and Recreation will total \$325,270 as of June 30, 2021, which may only be utilized toward greenway acquisition and construction costs in future fiscal years.

\$1,850,000 will be transferred from the Capital Reserve Fund - Water and Sewer - Expansion to the Water and Sewer Fund. The ending fund balance in the Capital Reserve Fund - Water and Sewer - Expansion will total \$397,515, which can only be utilized toward water and sewer system expansion related capital and debt service expenditures in future years.

\$1,450,000 will be transferred from the Water and Sewer Fund to the Capital Reserve Fund - Water and Sewer. The total fund balance in the Capital Reserve Fund - Water and Sewer will total approximately \$6,750,000 as of June 30, 2021.

\$1,087,850 will be transferred from the Capital Reserve Fund - Water and Sewer to the Capital Project Fund - Water and Sewer to cover current-year project expenditures which were not funded with debt issuances.

\$1,500,000 will be transferred from the Storm Water Fund to the Capital Reserve Fund - Storm Water. Fund balance in the Capital Reserve Fund - Storm Water will total \$1,500,000 as of June 30, 2021.

Attachments:

1. Amendment - GF - FY2021 Fund Balance Policy Transfer 09132021
2. Amendment - CRF-GF - FY2021 Fund Balance Policy Transfer 09132021
3. Amendment - WS - FY2021 Fund Balance Transfer 09132021
4. Amendment - CRF-WS FY2021 Fund Balance Transfer 09132021
5. Amendment -SW - FY2021 Fund Balance Transfer 09132021
6. Amendment - CRF-SW FY2021 Fund Balance Transfer 09132021
7. Amendment - GF - FY2021 Greenway Easement Transfer 09132021
8. Amendment - CRF-PR - FY2021 Greenway Easement Transfer 09132021

9. Amendment - WS-E - FY2021 Fund Balance Transfer 09132021
10. Amendment - CRF-WS-E FY2021 Fund Balance Transfer 09132021
11. Amendment - CRF-WS FY2021 Fund Balance Transfer to CPF-WS 09132021



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

- Section 1.** Amend General Fund to account for the FY2021 Fund Balance Policy end-of-year transfer.
- Section 2.** To amend the General Fund, the appropriations are to be changed as follows:
- | | |
|---|--------------|
| Increase line item 100-8500-59102 | \$ 1,800,000 |
| Transfers Out – Capital Reserve Fund – General Fund | |
- Section 3.** To amend the General Fund, the revenues are to be changed as follows:
- | | |
|------------------------------|--------------|
| Increase line item 100-48599 | \$ 1,800,000 |
| Appropriated Fund Balance | |
- Section 4.** Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.
- Section 5.** That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

Section 1. Amend Capital Reserve Fund - General Fund to account for the FY2021 Fund Balance Policy end-of-year transfer.

Section 2. To amend the Capital Reserve Fund - General Fund, the revenues are to be changed as follows:

Increase line item 200-49900 Transfers In – General Fund	\$ 1,800,000
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Decrease line item 200-48599 Appropriated Fund Balance	\$ 1,800,000
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Section 3. Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.

Section 4. That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

Section 1. Amend Water and Sewer Fund to account for Fund Balance Policy end-of-year transfer.

Section 2. To amend the Water and Sewer Fund, the appropriations are to be changed as follows:

Increase line item 400-8500-59106	\$ 1,140,000
Transfers Out – Capital Reserve Fund – Water and Sewer	

Section 3. To amend the Water and Sewer Fund, the revenues are to be changed as follows:

Increase line item 400-48599	\$ 1,140,000
Appropriated Fund Balance	

Section 4. Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.

Section 5. That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

Section 1. Amend Capital Reserve Fund – Water and Sewer to account for Fund Balance Policy end-of-year transfer.

Section 2. To amend the Capital Reserve Fund – Water and Sewer, the revenues are to be changed as follows:

Increase line item 650-49555	\$ 1,140,000
Transfers In – Water and Sewer Fund	

Decrease line item 650-48599	\$ 1,140,000
Appropriated Fund Balance	

Section 3. Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.

Section 4. That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

Section 1. Amend Storm Water Fund to account for Fund Balance Policy end-of-year transfer.

Section 2. To amend the Storm Water Fund, the appropriations are to be changed as follows:

Increase line item 401-8500-59106	\$ 350,000
Transfers Out – Capital Reserve Fund – Storm Water	

Section 3. To amend the Storm Water Fund, the revenues are to be changed as follows:

Increase line item 401-48599	\$ 350,000
Appropriated Fund Balance	

Section 4. Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.

Section 5. That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

Section 1. Amend Capital Reserve Fund – Storm Water to account for Fund Balance Policy end-of-year transfer.

Section 2. To amend the Capital Reserve Fund - Storm Water, the appropriations are to be changed as follows:

Increase line item 750-8500-59111	\$ 350,000
Transfer Out – Capital Projects Fund - Storm Water	

Section 3. To amend the Capital Reserve Fund – Storm Water, the revenues are to be changed as follows:

Increase line item 750-49555	\$ 350,000
Transfers In – Storm Water Fund	

Section 4. Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.

Section 5. That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

- Section 1.** Amend General Fund to account for unused Greenway easement funds.
- Section 2.** To amend the General Fund, the appropriations are to be changed as follows:
- | | |
|---|------------|
| Increase line item 100-8500-59109 | \$ 128,110 |
| Transfers Out – Capital Reserve Fund – Parks and Recreation | |
- Section 3.** To amend the General Fund, the revenues are to be changed as follows:
- | | |
|------------------------------|------------|
| Increase line item 100-48599 | \$ 128,110 |
| Appropriated Fund Balance | |
- Section 4.** Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.
- Section 5.** That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

- Section 1.** Amend Capital Reserve Fund – Parks and Recreation to account for unused Greenway easement funds.
- Section 2.** To amend the Capital Reserve Fund – Parks and Recreation, the revenues are to be changed as follows:
- | | |
|---|------------|
| Increase line item 250-49900
Transfers In – General Fund | \$ 128,110 |
| Decrease line item 250-48599
Appropriated Fund Balance | \$ 128,110 |
- Section 3.** Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.
- Section 4.** That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

Section 1. Amend Water and Sewer Fund line items to account for the transfer of FY2021 revenue from the Expansion Capital Reserve Fund.

Section 2. To amend the Water and Sewer Fund, the revenues are to be changed as follows:

Increase line item 400-49555	\$ 650,000
Transfers In	

Decrease line item 400-48599	\$ 650,000
Appropriated Fund Balance	

Section 3. Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.

Section 4. That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

Section 1. Amend Capital Reserve Fund – Water and Sewer - Expansion to account for the transfer of FY2021 revenue to the Water and Sewer Fund.

Section 2. To amend the Capital Reserve Fund – Water and Sewer - Expansion, the appropriations are to be changed as follows:

Increase line item 655-8500-59110	\$ 650,000
Transfers Out – Water and Sewer Fund	

Section 3. To amend the Capital Reserve Fund – Water and Sewer - Expansion, the revenues are to be changed as follows:

Increase line item 655-48599	\$ 650,000
Appropriated Fund Balance	

Section 4. Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.

Section 5. That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



AN ORDINANCE AMENDING THE 2020-2021 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2021:

Section 1. Amend Capital Reserve Fund – Water and Sewer to account for actual project expenditures in FY2021.

Section 2. To amend the Capital Reserve Fund – Water and Sewer, the appropriations are to be changed as follows:

Increase line item 650-8500-59111 \$ 241,850
Transfers Out – Capital Projects Fund - Water and Sewer

Section 3. To amend the Capital Reserve Fund – Water and Sewer, the revenues are to be changed as follows:

Increase line item 650-48599 \$ 241,850
Appropriated Fund Balance

Section 4. Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.

Section 5. That this ordinance shall be effective upon its passage. Adopted this 13th day of September 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of contract with Gavel and Dorn Engineering for the Design of the Sequoia Hills and Pharr Mill Loop Waterline Expansion Project

Presenting Personnel:

Robert Donham, Town Engineer

Suggested Motion or Action:

Motion to award the attached contract in the amount of \$53,990 to Gavel & Dorn Engineering, PLLC for the Design of the Sequoia Hills and Pharr Mill Loop Waterline Expansion Project.

Description/Background:

The Town seeks to install approximately 2,030 LF of 6-inch water main along Sequoia Hills Drive. The neighborhood is currently being served by wells but in the event the Town would need to supply water, the proposed water main would tie the subdivision into the Town system. This project will incorporate a subdivision that is within the Town's limits and will require public utility service in the future.

The Town met with Gavel and Dorn Engineering to discuss the proposed improvements and the purpose of the project. The attached proposal below lists the anticipated scope of work required to complete the design, obtain necessary approvals, bid and construct the project. In hand with design of the approximately 2,030 LF of proposed 6-inch water main with 4 new hydrants, Gavel and Dorn will obtain NC DEQ approval of engineering plans and specifications, obtain NCDOT approval for encroachments and construction within NCDOT right of ways, develop an Opinion of Probable Construction Cost for proposed improvements, provide bidding services, provide survey Services including underground utility marking services, provide vacuum excavation services including traffic control (as required), and provide some construction phase services including preparation of record drawings.

Daily construction administration and observation will be completed by Town staff. Limited site visits during construction will be completed by G&D to certify the construction of the new water main meets state specifications. In addition, required certifications and record drawings will be completed by G&D.

Recommendation:

Staff recommends approval of the attached contract with Gavel and Dorn Engineering, PLLC. in the amount of \$53,990.

Fiscal Impact:

The fiscal impact to the Town is a project expenditure of \$53,990. The original design budget for this project is \$75,000. No budget or project amendments are required.

The attached contract is the Town's standard small project contract and is approved by the Town Attorney.

As a Professional Services contract, the qualifications and past performance of the on-call firms are evaluated and used to make the selection. Price negotiations are initiated after the selection of the qualified firm and are eligible for approval

so long as the price is within the project budget. Gavel and Dorn continues to provide high quality design and engineering services to the Town and is determined to be the most qualified and within the project budget.

Attachments:

1. Contract - Sequoia-Pharr Mill Loop WL Design - GavelDorn PLLC

**SHORT FORM OF AGREEMENT
BETWEEN OWNER AND ENGINEER
FOR PROFESSIONAL SERVICES**

THIS IS AN AGREEMENT effective as of [] (“Effective Date”) between Town of Harrisburg, North Carolina (“Owner”) and Gavel & Dorn Engineering, PLLC (“Engineer”).

Owner’s Project, of which Engineer’s services under this Agreement are a part, is generally identified as follows Sequoia Hills Drive/Pharr Mill Loop Subdivision Water Service Expansion Project (“Project”).

Engineer’s services under this Agreement are generally identified as follows: Design, Bidding and Construction services for new water main (“Services”). See Attachment ‘A’.

Owner and Engineer further agree as follows:

1.01 Basic Agreement and Period of Service

- A. Engineer shall provide or furnish the Services set forth in this Agreement. If authorized by Owner, or if required because of changes in the Project, Engineer shall furnish services in addition to those set forth above (“Additional Services”).
- B. Engineer shall complete its Services within the following specific time period: **See Attachment A.** If no specific time period is indicated, Engineer shall complete its Services within a reasonable period of time.
- C. If, through no fault of Engineer, such periods of time or dates are changed, or the orderly and continuous progress of Engineer’s Services is impaired, or Engineer’s Services are delayed or suspended, then the time for completion of Engineer’s Services, and the rates and amounts of Engineer’s compensation, shall be adjusted equitably.

2.01 Payment Procedures

- A. **Invoices:** Engineer shall prepare invoices in accordance with its standard invoicing practices and submit the invoices to Owner on a monthly basis. Invoices are due and payable within 30 days of receipt. If Owner fails to make any payment due Engineer for Services, Additional Services, and expenses within 30 days after receipt of Engineer’s invoice, then (1) the amounts due Engineer will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day, and (2) in addition Engineer may, after giving seven days written notice to Owner, suspend Services under this Agreement until Engineer has been paid in full all amounts due for Services, Additional Services, expenses, and other related charges. Owner waives any and all claims against Engineer for any such suspension.
- B. **Payment:** As compensation for Engineer providing or furnishing Services and Additional Services, Owner shall pay Engineer as set forth in Paragraphs 2.01, 2.02 (Services), and 2.03 (Additional Services). If Owner disputes an invoice, either as to amount or entitlement, then Owner shall

Appendix 1, Standard Hourly Rates Schedule.

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
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and American Society of Civil Engineers. All rights reserved.

promptly advise Engineer in writing of the specific basis for doing so, may withhold only that portion so disputed, and must pay the undisputed portion.

2.02 *Basis of Payment—Hourly Rates Plus Reimbursable Expenses*

A. Owner shall pay Engineer for Services as follows:

1. An amount equal to the cumulative hours charged to the Project by each class of Engineer's employees times standard hourly rates for each applicable billing class, plus reimbursement of expenses incurred in connection with providing the Services and Engineer's consultants' charges, if any.
2. Engineer's Standard Hourly Rates are attached as Attachment B.
3. The total compensation for Services and reimbursable expenses is estimated to be **\$53,990** for Attachment A.

2.03 *Additional Services:* For Additional Services, Owner shall pay Engineer an amount equal to the cumulative hours charged in providing the Additional Services by each class of Engineer's employees, times standard hourly rates for each applicable billing class; plus reimbursement of expenses incurred in connection with providing the Additional Services and Engineer's consultants' charges, if any. Engineer's standard hourly rates are attached as Appendix B.

3.01 *Termination*

A. The obligation to continue performance under this Agreement may be terminated:

1. For cause,
 - a. By either party upon 30 days written notice in the event of substantial failure by the other party to perform in accordance with the Agreement's terms through no fault of the terminating party. Failure to pay Engineer for its services is a substantial failure to perform and a basis for termination.
 - b. By Engineer:
 - 1) upon seven days written notice if Owner demands that Engineer furnish or perform services contrary to Engineer's responsibilities as a licensed professional; or
 - 2) upon seven days written notice if the Engineer's Services are delayed for more than 90 days for reasons beyond Engineer's control, or as the result of the presence at the Site of undisclosed Constituents of Concern, as set forth in Paragraph 5.01.I.
 - c. Engineer shall have no liability to Owner on account of a termination for cause by Engineer.
 - d. Notwithstanding the foregoing, this Agreement will not terminate as a result of a substantial failure under Paragraph 3.01.A.1.a if the party receiving such notice begins, within seven days of receipt of such notice, to correct its substantial failure to perform

Appendix 1, Standard Hourly Rates Schedule.

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and American Society of Civil Engineers. All rights reserved.

and proceeds diligently to cure such failure within no more than 30 days of receipt of notice; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30 day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein shall extend up to, but in no case more than, 60 days after the date of receipt of the notice.

2. For convenience, by Owner effective upon Engineer's receipt of written notice from Owner.

- B. In the event of any termination under Paragraph 3.01, Engineer will be entitled to invoice Owner and to receive full payment for all Services and Additional Services performed or furnished in accordance with this Agreement, plus reimbursement of expenses incurred through the effective date of termination in connection with providing the Services and Additional Services, and Engineer's consultants' charges, if any.

4.01 *Successors, Assigns, and Beneficiaries*

- A. Owner and Engineer are hereby bound and the successors, executors, administrators, and legal representatives of Owner and Engineer (and to the extent permitted by Paragraph 4.01.B the assigns of Owner and Engineer) are hereby bound to the other party to this Agreement and to the successors, executors, administrators, and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements, and obligations of this Agreement.
- B. Neither Owner nor Engineer may assign, sublet, or transfer any rights under or interest (including, but without limitation, money that is due or may become due) in this Agreement without the written consent of the other party, except to the extent that any assignment, subletting, or transfer is mandated by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.
- C. Unless expressly provided otherwise, nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by Owner or Engineer to any Constructor, other third-party individual or entity, or to any surety for or employee of any of them. All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of Owner and Engineer and not for the benefit of any other party.

5.01 *General Considerations*

- A. The standard of care for all professional engineering and related services performed or furnished by Engineer under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Engineer makes no warranties, express or implied, under this Agreement or otherwise, in connection with any services performed or furnished by Engineer. Subject to the foregoing standard of care, Engineer and its consultants may use or rely upon design elements and information ordinarily or customarily furnished by others, including, but not limited to, specialty contractors, manufacturers, suppliers, and the publishers of technical standards.

- B. Engineer shall not at any time supervise, direct, control, or have authority over any Constructor's work, nor shall Engineer have authority over or be responsible for the means, methods, techniques, sequences, or procedures of construction selected or used by any Constructor, or the safety precautions and programs incident thereto, for security or safety at the Project site, nor for any failure of a Constructor to comply with laws and regulations applicable to such Constructor's furnishing and performing of its work. Engineer shall not be responsible for the acts or omissions of any Constructor.
- C. Engineer neither guarantees the performance of any Constructor nor assumes responsibility for any Constructor's failure to furnish and perform its work.
- D. Engineer's opinions (if any) of probable construction cost are to be made on the basis of Engineer's experience, qualifications, and general familiarity with the construction industry. However, because Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from opinions of probable construction cost prepared by Engineer. If Owner requires greater assurance as to probable construction cost, then Owner agrees to obtain an independent cost estimate.
- E. Engineer shall not be responsible for any decision made regarding the construction contract requirements, or any application, interpretation, clarification, or modification of the construction contract documents other than those made by Engineer or its consultants.
- F. All documents prepared or furnished by Engineer are instruments of service, and Engineer retains an ownership and property interest (including the copyright and the right of reuse) in such documents, whether or not the Project is completed. Owner shall have a limited license to use the documents on the Project, extensions of the Project, and for related uses of the Owner, subject to receipt by Engineer of full payment due and owing for all Services and Additional Services relating to preparation of the documents and subject to the following limitations:
 - 1. Owner acknowledges that such documents are not intended or represented to be suitable for use on the Project unless completed by Engineer, or for use or reuse by Owner or others on extensions of the Project, on any other project, or for any other use or purpose, without written verification or adaptation by Engineer;
 - 2. any such use or reuse, or any modification of the documents, without written verification, completion, or adaptation by Engineer, as appropriate for the specific purpose intended, will be at Owner's sole risk and without liability or legal exposure to Engineer or to its officers, directors, members, partners, agents, employees, and consultants;
 - 3. Owner shall indemnify and hold harmless Engineer and its officers, directors, members, partners, agents, employees, and consultants from all claims, damages, losses, and expenses, including attorneys' fees, arising out of or resulting from any use, reuse, or modification of the documents without written verification, completion, or adaptation by Engineer; and
 - 4. such limited license to Owner shall not create any rights in third parties.

- G. Owner and Engineer may transmit, and shall accept, Project-related correspondence, documents, text, data, drawings, information, and graphics, in electronic media or digital format, either directly, or through access to a secure Project website, in accordance with a mutually agreeable protocol.
- H. To the fullest extent permitted by law, Owner and Engineer (1) waive against each other, and the other's employees, officers, directors, members, agents, insurers, partners, and consultants, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to this Agreement or the Project, and (2) agree that Engineer's total liability to Owner under this Agreement shall be limited to \$100,000 or the total amount of compensation received by Engineer, whichever is greater.
- I. The parties acknowledge that Engineer's Services do not include any services related to unknown or undisclosed Constituents of Concern. If Engineer or any other party encounters, uncovers, or reveals an unknown or undisclosed Constituent of Concern, then Engineer may, at its option and without liability for consequential or any other damages, suspend performance of Services on the portion of the Project affected thereby until such portion of the Project is no longer affected, or terminate this Agreement for cause if it is not practical to continue providing Services.
- J. Owner and Engineer agree to negotiate each dispute between them in good faith during the 30 days after notice of dispute. If negotiations are unsuccessful in resolving the dispute, then the dispute shall be mediated. If mediation is unsuccessful, then the parties may exercise their rights at law.
- K. This Agreement is to be governed by the law of the state in which the Project is located.
- L. Engineer's Services and Additional Services do not include: (1) serving as a "municipal advisor" for purposes of the registration requirements of Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (2010) or the municipal advisor registration rules issued by the Securities and Exchange Commission; (2) advising Owner, or any municipal entity or other person or entity, regarding municipal financial products or the issuance of municipal securities, including advice with respect to the structure, timing, terms, or other similar matters concerning such products or issuances; (3) providing surety bonding or insurance-related advice, recommendations, counseling, or research, or enforcement of construction insurance or surety bonding requirements; or (4) providing legal advice or representation.

6.01 *Total Agreement*

- A. This Agreement (including any expressly incorporated attachments), constitutes the entire agreement between Owner and Engineer and supersedes all prior written or oral understandings. This Agreement may only be amended, supplemented, modified, or canceled by a duly executed written instrument.

7.01 *Definitions*

- A. *Constructor*—Any person or entity (not including the Engineer, its employees, agents, representatives, and consultants), performing or supporting construction activities relating to the Project, including but not limited to contractors, subcontractors, suppliers, Owner's work forces,

utility companies, construction managers, testing firms, shippers, and truckers, and the employees, agents, and representatives of any or all of them.

- B. *Constituent of Concern*—Asbestos, petroleum, radioactive material, polychlorinated biphenyls (PCBs), hazardous waste, and any substance, product, waste, or other material of any nature whatsoever that is or becomes listed, regulated, or addressed pursuant to (a) the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. §§9601 et seq. (“CERCLA”); (b) the Hazardous Materials Transportation Act, 49 U.S.C. §§5101 et seq.; (c) the Resource Conservation and Recovery Act, 42 U.S.C. §§6901 et seq. (“RCRA”); (d) the Toxic Substances Control Act, 15 U.S.C. §§2601 et seq.; (e) the Clean Water Act, 33 U.S.C. §§1251 et seq.; (f) the Clean Air Act, 42 U.S.C. §§7401 et seq.; or (g) any other federal, State, or local statute, law, rule, regulation, ordinance, resolution, code, order, or decree regulating, relating to, or imposing liability or standards of conduct concerning, any hazardous, toxic, or dangerous waste, substance, or material.

8.01 *Attachments*: Attachment A Scope of Engineering Services , Attachment B 2021 Rate Schedule

IN WITNESS WHEREOF, the parties hereto have executed this Agreement, the Effective Date of which is indicated on page 1.

Owner: Town of Harrisburg, NC

Engineer: Gavel & Dorn Engineering, PLLC

By: _____

By: _____

Print name: _____

Print name: Sean Mayo, PE

Title: _____

Title: _____

Date Signed: _____

Date Signed: _____

Engineer License or Firm's Certificate No. (if required):

P-0601

State of: North Carolina

Address for Owner's receipt of notices:

Address for Engineer's receipt of notices:

PO Box 1791

Denver, North Carolina 28037

Attachment A
Town of Harrisburg
Sequoia Hills Drive/Pharr Mill Loop Subdivision Water Service Expansion Project
Scope of Work for Engineering Services

Introduction

The Town of Harrisburg (Town) seeks to install approximately 2,030 LF of 6-inch water main along Sequoia Hills Drive. The neighborhood is currently being served by wells but in the event the Town would need to supply water, the proposed water main would tie the subdivision into the Town system. Figure 1 illustrates the alignment of the water main as proposed by the Town.

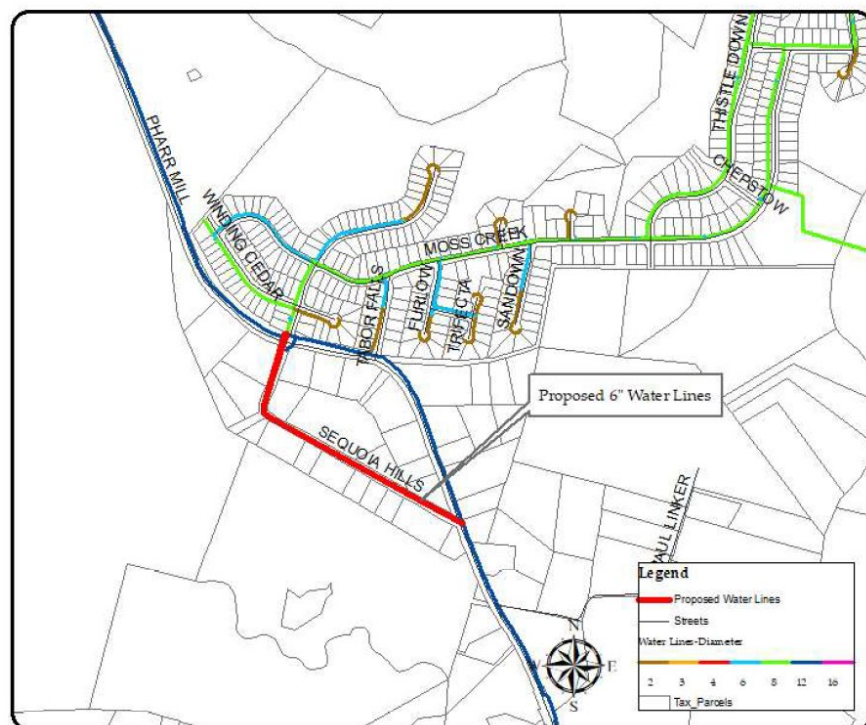


Figure 1 – Proposed Water Main Alignment

G&D met with Town of Harrisburg to discuss the proposed improvements and the purpose of the project on July 22, 2021. The proposal below lists the anticipated scope of work required to complete the design, obtain necessary approvals, bid and construct the project.

Note that there is preliminary information that at the west end of the project, a 12-inch water main extends across Pharr Mill Road into the project area. For the purposes of this scope, G&D assumes the 12-inch main is not active or present. However, as part of preliminary design effort G&D will investigate if the 12-inch main is present and if connection of the new 6-inch main to the existing 12-inch is feasible. In the event that it is found to be feasible, the design effort will be adjusted.

Based on our understanding, the scope of work will include the following:

- ✓ Design of approximately 2,030 LF of proposed 6-inch water main with 4 new hydrants;
- ✓ Obtain NC DEQ approval of engineering plans and specifications. Specifications for the project will utilize Town of Harrisburg standard specifications;
- ✓ Obtain NCDOT approval for encroachments and construction within NCDOT right of ways;
- ✓ Development of an Opinion of Probable Construction Cost for proposed improvements;
- ✓ Bidding services;
- ✓ Survey Services including underground utility marking services;
- ✓ Vacuum excavation services including traffic control (as required);
- ✓ Construction Services.

We understand that the daily construction administration and observation will be completed by Town staff. Limited site visits during construction will be completed by G&D to certify the construction of the new water main meets state specifications. In addition, required certifications and record drawings will be completed by G&D.

Scope of Work

Task 1 – Project Management and Meetings

Project management tasks include planning, organizing, staffing and coordinating the work efforts for each task. Administrative tasks include preparation of invoices and progress reports including coordination with subconsultants. We also anticipate frequent phone and e-mail communication, as needed.

G&D project manager and at least one project engineer will attend up to two project meetings with the Town at pre-determined project stages (after delivery of Preliminary Design Memo and 90% complete). G&D shall prepare email summary of these meetings. All meetings will be held at the Town's main office.

Task 2 – Preliminary Design

Under this phase of the project, G&D will provide engineering services necessary to provide the basis for design for the new water main. Work includes review of available GIS maps, design drawings, topographic maps, etc., field survey (by subconsultant), coordination of two hydrant flow tests (by others), completion of pressure calculations for hydrant locations, evaluation of site alternatives, and preparation of a preliminary design alignment with development of an opinion of probable construction cost (OPC). G&D will present the preliminary design alignment, OPC, and pressure calculations in a memorandum format to Town staff for review prior to beginning final design.

Task 2.1 – Site Visit and Route Assessment

G&D staff will visit the site to determine the approximate location of the new water main. During this visit, G&D personnel will walk the anticipated route and determine survey needs. G&D will also assess site characteristics that will impact feasibility and cost.

Task 2.2 – Field Survey

G&D will subcontract with Concord Engineering and Surveying, Inc. (CESI) for surveying services for this project. A scope of work is provided with this proposal based on the understanding that the intended route of the proposed water main will remain in the existing road right-of-way to the extent practical. The survey work will also include sufficient area and information to allow for future gravity sanitary sewer improvements to be completed (under future project).

Scope of Work:

- ✓ Route survey for water main - (location work to be contained within existing road right-of-way for approximately 2,030 linear feet.) Survey to include existing street improvements, storm inverts, finished floor elevations of residences along Sequoia Hills Drive (for future sewer design), well locations and underground utilities limited to the Pharr Mill Road intersections.
- ✓ Right-of-way along route for base map to be shown in approximate location.
- ✓ Survey to be tied to the North Carolina State Plane grid coordinate system.
- ✓ Underground utility marking services to be provided by a private utility locator at both Pharr Mill Road intersections.

G&D does not anticipate any easement drawings for this project. However, if necessary, G&D can provide a proposal to provide easement services by CESI.

Task 2.3 – Preliminary Design Memorandum

G&D will prepare a design memorandum that presents information collected under Task 2. A preliminary alignment with a final route will be prepared. G&D will perform pressure calculations based on hydrant test data to determine required fire flow at proposed hydrant locations. G&D will update the opinion of probable cost for the new water main. G&D will use recent water main construction bid tabulations from Harrisburg and other cities in the region as a basis for developing opinions of probable construction cost (OPC) for implementing the recommended alignment. G&D will present the memorandum and maps via email for review and commentary. After receiving commentary, G&D will finalize the preliminary design memorandum, and with approval from the Town, and proceed to the design phase.

Task 3 - SUE Level A (Vertical Alignment) Test Hole Services

Upon review of the proposed water main alignment with the Town, G&D will confirm locations of existing underground utilities at each Pharr Mill Road intersection to identify possible conflicts with the proposed trenchless crossings. G&D will subcontract with Taylor Wiseman & Taylor (TWT) to perform vacuum excavation services as needed to determine vertical alignment (i.e., Level A survey). The fee estimate assumes a total of six (6) test holes. In addition, it is anticipated that traffic control measures will be required to allow for safe completion of the vacuum excavations.

An allowance of \$4,000 for vacuum excavations and \$3,000 for traffic control services has been included.

Task 4 – Design

G&D will provide all engineering services required to obtain the necessary permits and build the project. These services include:

- ✓ Preparation of project engineering calculations, specifications package, and water line extension application for submission to NCDEQ;
- ✓ Preparation of encroachment permit package for submission to NCDOT;
- ✓ Preparation of final construction plans;
- ✓ Preparation of contract documents.

Task 4.1 – Prepare Construction Contract Documents

G&D will prepare design drawings and specifications for the proposed work. The contract documents will address all aspects of the work required for the recommended improvements. The design drawings will be developed from survey information obtained from Task 2, SUE information obtained from Task 3, and direct field investigation by G&D. G&D assumes that the Water & Sewer Authority of Cabarrus County (WSACC) standard details and specifications applicable for any portion of the work will be incorporated in the design. G&D will make available seventy-five and ninety percent complete drawings for review by the Town.

Task 4.2 – Permitting

G&D anticipates the following permits being required prior to construction:

- ✓ NC DEQ Permit to Construct;
- ✓ Two NCDOT encroachment permits.

We do not anticipate additional permits being required to construct the water main other than those discussed herein. G&D will confer with applicable permitting agencies and assist in obtaining any permits required prior to and during construction.

Due to the linear nature of the project and limited disturbed area, it is not anticipated that a NCDEQ land disturbance permit will be required for this project. Primary ESC measures noted on the plans will consist of silt fence, silt fence outlets, check dams, and seeding/mulching where necessary.

Task 4.2.1 – NCDEQ Permit to Construct

G&D shall prepare and submit the “Application for Approval of Engineering Plans and Specifications for Water Supply Systems” to NCDEQ DWQ for review and approval. G&D assumes the Town will facilitate this application by providing the required information and facilitating coordination with WSACC.

An allowance of \$150 for the “Application for Approval of Engineering Plans and Specifications for Water Supply Systems” review fee has been included.

Task 4.2.2 – NCDOT Encroachment Permit

G&D will prepare and submit encroachment applications with supporting construction documents to the NCDOT for review and approval. G&D shall respond and revise the documents as necessary to obtain the required approval. No open cut construction will be allowed within the 1:1 slope from the edge of pavement, except in proximity to the existing water main, necessitating jack and bore installation of the water main when crossing under the roadway. Supporting documents are anticipated to include encroachment plan, bore pit details, typical trench details and traffic control plans.

Task 5 – Bidding Phase

G&D will provide all assistance and technical capacity for bidding services as described below. It is assumed that there will be one bid. G&D will see that contract documents are distributed to interested prospective bidders, conduct a pre-bid meeting at the Town's office, respond to questions, provide clarification and issue addenda as necessary, compile and tabulate bids, review of bids, make recommendation for award, and issue the notice award as part of bidding services. It is assumed that the project will have a bid phase lasting one month.

All advertising will be performed through the Town website. No fee allowance for newspaper advertisement has been accounted for in the fee estimate.

Task 6 – Construction Phase

G&D will provide general engineering and administration as well as project closeout services for the project.

Task 6.1 – General Engineering & Administrative Services

G&D will provide general engineering services during construction such as review and approval of shop drawings, pay applications, and post-construction inspection video; respond to requests for information/clarification; respond to public concerns and questions; and address unforeseen conditions, handle claims and issue any field orders and change orders that may arise during the course of the construction. These services will commence beginning with the notice to proceed (NTP) and will continue through project closeout. Estimate is based on a construction duration of 8 weeks and two hours per week Project Manager and two hours per week Staff Engineer.

We do not anticipate participation in any pre-construction conferences or progress meetings.

Task 6.2 - Record Drawings

G&D will prepare record drawings based on red-line revisions provided by Contractor and Engineer's resident project inspector and based on the as-built survey that is performed by the Contractor. Record drawings will be prepared in electronic format (AutoCAD) and submitted to the Town for their use.

Please note that the following services are not included in this proposal as they are either not anticipated or can be added as necessary for completion of the project.

- ✓ Easement plat preparation;
- ✓ Capacity analysis for the proposed water main other than hydrant flows;
- ✓ Wetland and stream impact permitting;
- ✓ Land disturbance permitting.

Proposed Engineering Fee Estimate

A summary of proposed fees (upper limit) is presented in Table 1 below.

Table 1. Fee Estimate			
Task	Description	Total Hours	Total Cost
1	Project Management & Meetings	14	\$ 2,100
2	Preliminary Design	47	\$ 6,700
3	SUE Coordination	11	\$ 1,400
4	Design	118	\$ 15,600
5	Bid Services	52	\$ 6,300
6	Construction Services	42	\$ 6,300
		Total Labor:	\$ 38,400
Task	Outside Professionals:		
2.2	Topographic Survey & Utility Locates		\$ 6,890
3	SUE (Estimated)		\$ 7,700
	Other Direct Costs & Reimbursable Expenses:		\$ 1,000
		Total Fee Estimate:	\$ 53,990

The above fee includes an estimated \$150.00 state permit fee required for the project. G&D will provide a check for the fees and will be reimbursed by the Town. G&D proposes to provide the services described above in Tasks 1-6 for on an hourly rate basis, with an upper limit budget not to exceed \$53,990. Miscellaneous expenses (permit fees, mileage and printing) are budgetary and will be passed on to the Town of Harrisburg at cost. Direct expenses (such as field equipment, communications, subconsultant services, etc.) are reimbursable at cost plus ten percent.

SCHEDULE

Table 2. Preliminary Design and Construction Schedule	
Phase	Start Date
Preliminary Design/Survey (90-day)	10/1/2021
Final Design/Permitting (60-day)	1/1/2022
Advertise for Bid (30-day)	3/1/2022
Bid Opening & Award (30-day)	6/1/2022
Notice to Proceed	7/1/2022
Construction	TBD

Gavel & Dorn Engineering, PLLC
2021 Rate Schedule

Engineering, Design, and Administrative Services

Senior Partner	\$ 195.00 hour
Project Manager	\$ 184.00 hour
Senior Engineer	\$ 163.00 hour
Project Engineer	\$ 152.00 hour
Construction Manager	\$ 125.00 hour
Staff Engineer	\$ 124.00 hour
Senior Engineering Technician	\$ 119.00 hour
Engineering Technician	\$ 94.00 hour
Administrative Support Staff	\$ 69.00 hour

Field Construction Inspection and Materials Testing Services

Senior Resident Project Representative	\$ 103.00 hour
Resident Project Representative	\$ 89.00 hour
Structural Steel Inspector	\$ 89.00 hour
Special Inspector	\$ 89.00 hour
CMT Level II**	\$ 74.00 hour
CMT Level I **	\$ 64.00 hour

Laboratory Testing Services

Soil

Dry Preparation of Soil Samples (ASTM D421)	\$ 21.00 each
Atterberg Limits (ASTM D 4318)	\$ 119.00 each
Standard Proctor (ASTM D-698)	\$ 160.00 each
Modified Proctor (ASTM D1557)	\$ 185.00 each
Particle size, hydrometer analysis (ASTM D422)	\$ 154.00 each
Particle size analysis (ASTM D422)	\$ 120.00 each
Amount of material in soils finer than No.200 Sieve (ASTM D1140)	\$ 120.00 each
Specific Gravity of Soils (ASTM D854)	\$ 58.00 each
California Bearing Ratio (ASTM D1883)	\$ 425.00 each
Laboratory Determination of Moisture Content of Soils (ASTM D2216)	\$ 23.00 each

Concrete

Compressive Strength of Cylindrical Concrete Specimens (ASTM C39)	\$ 26.00 each
Flexural Strength of Concrete (ASTM C78)	\$ 49.00 each

Other Costs

Mileage	US Govt mile
Subconsultants, equipment rental	cost plus 10%

**The rates for CMT Level I and II are portal-to-portal from our office. Overtime beyond 8 hours/day, outside the hours of 7:30 AM and 5:30 PM and on Saturdays, Sundays, and holidays, will be billed at 1.5 times the hourly rate.

All rates above shall be in effect until December 31, 2021. Rates may increase by as much as 5 percent beginning January 1, 2022.



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration to approve contract for the purchase of a 2021 Spartan/Smeal 107' Ladder Truck

Presenting Personnel:

Bryan Dunn, Fire Chief

Suggested Motion or Action:

Motion to approve the attached contract in the amount of \$1,295,071 for a 2021 Spartan/Smeal 107' Ladder Truck.

Description/Background:

Council approved in the FY2022 capital budget the purchase a replacement ladder truck for the fire department. The logistics division along with the truck committee has recommended a 2021 Spartan/Smeal 107' Ladder Truck to replace our current 2005 ladder. The existing ladder will be moved to Station #2 as a reserve ladder that can provide assistance to the front-line ladder or be utilized in times of need for mutual aid. The ladder may also be staffed in the future if/when an additional company is added to the southern portion of Town.

In order to remain consistent with our fleet, this ladder is the same make and model of our current ladder and other trucks in our fleet. Delivery time in the contract is 390 days with a late-clause of \$100 per day after 390 days, as adjusted for change orders or additions.

Recommendation:

Staff recommends approval of the attached contract for the purchase of a 2021 Spartan/Smeal ladder truck.

Fiscal Impact:

The FY2022-2023 Project Ordinance authorization, as adopted as part of the FY2022 Budget, provides up to \$1,600,000 for the purchase of a new ladder truck and all associated accessories as well as the financing and legal costs that will be incurred as part of the purchase.

The contract price on the attached contract is \$1,270,071 with an approximate two percent contingency balance of \$25,000, for a total contract price of \$1,295,071. This contingency balance allows for small change orders to be made upon receiving management's approval without requiring a formal contract amendment. Any contingency funds which go unutilized will be returned to the overall project budget at the completion of the build.

Even if the contingency balance is fully utilized, the project authorization has a remaining balance of approximately \$300,000 for financing and legal costs, as well as accessories and tools for the truck.

The attached contract meets bidding requirements for the purchase of apparatus over \$90,000 by being part of the Sourcewell group purchasing system. It has also been reviewed and approved by the Town attorney.

The purchase of the truck will be financed through an installment contract at the time of delivery in the fall of 2022.

Attachments:

1. ACFT Sales Contract Harrisburg FD2
2. Sourcewell Proposal HFD2021



37 Stonington Drive, Murrells Inlet, SC 29576

SALES CONTRACT

THIS CONTRACT ("Contract") is made by and between Atlantic Coast Fire Trucks, LLC ("ACFT"), and **Town of Harrisburg, NC** ("Customer") for the purchase of **One (1) 2022 Spartan/Smeal 107'RM Smart Reach Ladder**. This Contract will not become binding by ACFT until it is executed by an authorized person(s) on behalf of ACFT and the Customer, and the effective date of the Contract ("Effective Date") will be the date that the ACFT authorized person executes the Contract. The parties hereby agree as follows:

(1) Subject to the terms of this Contract, the manufacturer shall furnish, and Customer shall purchase, the apparatus and equipment ("Apparatus and Equipment") described and in accordance in all material respects with the specifications ("Original Specifications") submitted with the bid proposal (the "Bid Proposal"). In the event there is any conflict between Original Specification and the Bid Proposal, the Bid Proposal will prevail.

(2) This Contract for Apparatus and Equipment conforms to all Federal Department of Transportation (DOT) and Environmental Protection Agency (EPA) rules and regulations and to all National Fire Protection Association (NFPA) Guidelines for Automotive Fire Apparatus in effect as of the Effective Date. Any increased cost incurred by the manufacturer because of future changes in or additions to such DOT, EPA or NFPA standards will be passed along to Customer as an addition to the Purchase Price set forth below.

(3) The Apparatus and Equipment shall be ready for delivery from the factory, FOB Harrisburg, within **390** days. This delivery timeframe is subject to modification if there are customer driven delays to holding the pre-construction meeting and/or if there are customer driven delays to returning the corresponding signed change order to the factory. All days exceeding 10 days after the pre-construction conclusion with priced change order ready for approval will be added to the above-mentioned delivery timeframe. Any further delays after the pre-construction has been completed in providing additional desired specifications, change approvals, inspection timelines, or other required information for the Apparatus and Equipment may result in an extension of the above referenced delivery timeline by the amount of time the manufacturer requires, in its sole but reasonable discretion, to furnish the Apparatus and Equipment following Customer's delay, but in any event by at least the duration of Customer's delay. It is understood by the Customer that change orders can affect contract price and delivery time.

(4) A competent ACFT service representative shall, upon request, be provided to demonstrate and provide instructions in the handling and operation of Apparatus or Equipment described herein.

(5) In exchange for the Apparatus and Equipment, Customer agrees to pay ACFT the sum of **One Million Two Hundred ninety-five Thousand and Seventy-One** Dollars (\$ 1,295,071.00) ("Purchase Price"). The Purchase Price (a) includes a discount of \$ N/A dollars for a \$ N/A dollar prepayment to be made at N/A (type of prepayment option chosen); OR (b) Customer reserves the right to receive a \$ N/A discount if, after the Effective Date, a \$ N/A prepayment is made at N/A (type of prepayment option chosen). Full payment is due within 21 days upon receipt of invoice or delivery to Customer, unless otherwise specified herein. Dealer-supplied or dealer-installed items that delay payment will be invoiced separately. Interest at 18 percent per annum, payable monthly, shall be charged on all past due payments. If more than one item of Apparatus and Equipment is covered by this Contract, the above terms of payment shall apply to each item, and an invoice covering each item shall be rendered in the proper amount and paid upon delivery of the item. In the event the Apparatus and Equipment is placed in service prior to payment in full, ACFT reserves the right to charge a rental fee of Three Hundred Fifty Dollars (\$350.00) per day. Any applicable taxes not specified noted above will be paid by Customer directly or will be added to the Purchase Price. If Customer claims exemption from any tax, Customer shall furnish applicable exemption certificate to ACFT and hold ACFT harmless from any such tax, interest or penalty which may at any time be assessed against ACFT.

All payments must be made to Atlantic Coast Fire Trucks, LLC. Any representation that payment is to be to any other party is unauthorized.

(6) Acceptance of Apparatus and Equipment shall occur immediately after completion of a final inspection by a representative of the Customer, completion of any discrepancy list, and shipment of Apparatus and Equipment from the factory location. Upon completion of the final inspection and related discrepancy list, the Apparatus and Equipment shall be conclusively determined to be in full compliance with the terms of this Contract, including without limitation the Original Specifications. Smeal will not surrender to Customer the title to or the statement of origin for any Apparatus or Equipment or provide Customer with any other documentation regarding ownership of any Apparatus or Equipment until Smeal has received full payment of the Purchase Price and taxes.

(7) ACFT shall not be liable to Customer or to anyone else for consequential, incidental, special, exemplary, indirect or punitive damages arising from any defect, delay, nondelivery, recall or other breach by ACFT, including but not limited to personal injury, death, property damage, lost profits, or other economic injury. ACFT shall not be liable to Customer or anyone else in tort for any negligent design or manufacture of any body or other part of Apparatus or Equipment, or for the omission of any warning with respect thereto.

(8) Customer shall indemnify ACFT against, and hold ACFT, its agents, employees, officers and directors harmless from, any and all claims, action, suits and proceedings, costs, expenses, damages and liabilities, whether based in negligence, tort, strict liability or otherwise, including attorney's fees and costs, arising out of, connected with, or resulting from this Contract or the Apparatus or Equipment, except to the extent such claims, action, suits and proceedings, costs, expenses, damages or liabilities arise from ACFT's breach of its obligations under this Contract.

(9) ACFT warrants that, at the time of delivery, the Apparatus and Equipment shall comply in all material respects with the Original Specifications. OTHER MANUFACTUER WARRANTIES APPLICABLE TO THE APPARATUS AND EQUIPMENT ARE THOSE EXPRESSLY SET FORTH IN THE BID PROPOSAL AND IDENTIFIED AS APPLYING TO THE APPARATUS AND EQUIPMENT. SUCH WARRANTIES ARE IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

(10) ACFT shall not be liable if performance failure arises out of causes beyond its reasonable control, which causes shall include without limitation acts of God, war, fires, floods, public health emergencies, difficulty in procuring materials, equipment or tooling failure, freight embargoes, order of any court, strike, lockout, shortage of labor, failure or delays by suppliers or contractors, or legislative or governmental, or other, prohibitions or restrictions.

(11) The Apparatus and Equipment shall remain the property of ACFT until the entire Purchase Price for each and every item of Apparatus and Equipment has been paid. In case of a default in payment, ACFT may take full possession of the Apparatus and Equipment, or of the item or items upon which default has been made, and any payments that have been made shall be applied as payment for the use of the Apparatus and Equipment up to the date ACFT takes possession.

(12) This Contract will only be binding on ACFT after it is signed and approved by an authorized person of ACFT. This Contract (which includes the other documents referenced in this Contract) embody the entire agreement and understanding between the parties with respect to the subject matter of this Contract and supersede all prior oral or written agreements and understandings relating to the subject matter of this Contract. No statement, representation, warranty, covenant or agreement of any kind not expressly set forth in this Contract shall affect, or be used to interpret, change or restrict, the express terms and provisions of this Contract. This Contract cannot be altered or modified except by mutual written agreement signed by the parties. The Customer representative signing this Contract on Customer's behalf represents and warrants that he or she has the authority to sign this Contract and that all necessary action has been taken by Customer to authorize Customer's execution of and performance under this Contract.

(13) In the event that any court of competent jurisdiction shall determine that any provision, or any portion thereof, contained in this Contract shall be unenforceable in any respect, then the provision shall be deemed limited to the extent that the court deems it enforceable, and as so limited shall remain in full force and effect. In the event the court shall deem any provision, or portion thereof, wholly unenforceable, the remaining provisions of this Contract shall nevertheless remain in full force and effect.

(14) This Contract shall be governed by and construed in accordance with the laws of the State of North Carolina without giving effect to principles of conflict of laws. Customer irrevocably and unconditionally (a) agrees that any suit, action, or other legal proceeding arising out of or relating to this Contract may, at the option of ACFT, be brought in a court of record of the State of North Carolina in Cabarrus County, in the United States District Court for the District of North Carolina, or in any other court of competent jurisdiction; (b) consents to the jurisdiction of each such court in any such suit, action or proceeding; and (c) waives any objection that it may have to the laying of venue of any such suit, action, or proceeding in any of such courts.

Submitted to Customer By: **ROB SMITH** **08/25/2021**
ACFT Sales Representative – Print Name Date

ROB SMITH
ACFT Sales Representative Signature

Atlantic Coast Fire Trucks, LLC

Customer: Town Of Harrisburg – (Fire Department)

By: _____
**Atlantic Coast Fire Trucks, LLC Authorized
Signature**

By: _____
Customer Signature

Print Name

Print Name

By: _____

Print Name

Date

Date

Includes:

Trips for (4)FD Personnel – (Precon, MidPoint, Chassis, Final)

5-Year Smart Reach Components Warranty

2-Year Limited Bumper to Bumper Warranty

\$100 a day concession for over contract build time

Delivery to Customer

Pre Delivery Inspection

Contingency Added to final price: \$25,000



EMERGENCY RESPONSE

Charlotte, MI | Brandon, SD | Ephrata, PA | Snyder, NE | Neligh, NE | P: 517.543.6400

EMERGENCYRESPONSE.SPARTANMOTORS.COM



Vendor Contract #022818-SPR



August 25 2021

Town of Harrisburg, NC – Fire Department

Member #100143

Address: 4100 Main Street, suite 101

City, St. Zip: Harrisburg, NC 28075

We are pleased to offer to you Spartan/Smeal 107' Smart Reach RM Ladder though the Sourcewell contract based on the provided specifications and drawings.

Category FS19CCA05	Standard Price	\$1,013,356.00
Options & Changes		\$359,090.00
Sourcewell Discount		\$102,375.00
Trips, Lettering, Equipment, Delivery, PDI, PB and fee		\$39,875.00
Contingency		\$25,000.00
Discount Percentage		7.46%
Total Contract Price		\$1,295,071.00

Prices above do not include any Federal, State or local taxes.

We look forward to providing your agency with an industry leading apparatus. Our legacy of expertise means we build your apparatus from the ground up on a foundation ready to handle your specific response equipment and route needs. We strategically configure your apparatus design to represent the best possible mix of safety, speed, agility, ergonomics, and serviceability.





TOWN OF HARRISBURG

Agenda Item Details

Title:

Public Hearing to consider the Conditional Rezoning, Zoning Map Amendment and Annexation of Properties Off of Blackwelder Rd (H-2020-02 (R))

Presenting Personnel:

Sushil Nepal, Planning & Economic Development Director

Suggested Motion or Action:

Hold Public Hearing on the Annexation and Conditional Rezoning request from Low Density Residential (LDR) in the County to Conditional Residential Village (CZ-RV), as requested by the applicant for the related property in application H-2020-02 (R).

Town Council will NOT vote on this rezoning and annexation at this meeting.

Description/Background:

Southfork Ventures, on behalf of the the property owners of parcels 55184487900000 and 55183432930000 have submitted a request to rezone approximately 39.46 acres of land located off Blackwelder Rd situated between Roberta Rd and Lakeland Rd. The applicant proposes to develop 70 single-family detached residential dwellings, 75 foot wide lots. To achieve this, the applicant is requesting that the property be rezoned from County LDR (Low Density Residential) to CZ-RV (Conditional Zoning Residential Village). The proposed gross density of the site is 1.79 dwelling units per acre.

The property is in the County, applicant has also submitted a Petition requesting Annexation for the subject property which is contiguous to the current Town of Harrisburg corporate limits. A Town Council public hearing will be held to take action on the rezoning and annexation at the same time.

A staff report is attached for more information and a site plan is submitted for your consideration. As noted in the staff report, the rezoning request to Residential Village (RV) is not consistent with the recommendation in the HALUP for the Low Density Residential (LDR) areas. Staff is presenting this for Council's consideration without staff recommendation as requested by the applicant. If approved, staff will continue reviewing the site plan in accordance with our Unified Development Ordinance (UDO) during the subsequent Preliminary Plat and Construction Document (CDs) reviews.

Staff is recommending holding a Public Hearing on the rezoning request and annexation. Final action on the rezoning and annexation will be taken at the October 11th meeting.

Recommendation:

The rezoning request is not consistent with the Harrisburg Area Land Use Plan. Planning and Zoning Board recommended approval at their July meeting. Planning and Zoning Department staff recommends holding a Public Hearing on the annexation and rezoning request H2020-02 R, Planning and Zoning Department staff is presenting this for Council's consideration without staff recommendation as requested by the applicant.

Fiscal Impact:

None.

Attachments:

1. H2020-02 R_Application for Conditional Rezoning
2. H2020-02 R_Site Map
3. H2020-02 R Blackwelder Rezoning Site Plan
4. H2020-02 R Staff Report
5. H2020-02 R_Neighborhood Meeting Summary
6. H2020-02 R_Sample Home Elevations
7. H2020-02 R_Public Open Space Payment Letter
8. Certificate of Sufficiency
9. Resolution Fixing Date of Public Hearing - Blackwelder
10. Blackwelder Annexation Plat
11. Petition Requesting Annexation (Signed)



APPLICATION FOR CONDITIONAL REZONING

Applications for a Conditional District must be accompanied by an application for a Zoning Map Amendment.

1. Please submit fifteen (15) copies of a complete development plan in conformance with Appendix B, Section B-4 of the UDO (all conditional rezoning applications shall include a site specific development plan which, if approved, shall be binding on the property in question). If approved, a zoning site plan review and approval will be required to receive a zoning compliance permit. For specific requirements, please see the form entitled "Site Plan Requirements".
2. Please list the specific permitted land use(s) that you are proposing. Land use(s) shall be chosen from Article 4.6 in the Harrisburg UDO titled "Use Regulations" and shall correspond to the Zoning District requested.

Single Family Residential

3. Please list any specific conditions that you would be willing to impose as part of this application (example: no outside storage permitted on-site, increased buffer width, etc.).

Min. Lot width 75FT, Min. Lot size 9,375 SQFT, Lot Setbacks: 25'(front), 25'(rear), 25'(corner), 10'(side)



Owner Information

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner. In addition, it is understood and acknowledged that if the property is rezoned as requested, the property involved in this request will be perpetually bound by the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended through the rezoning process. It is further understood and acknowledged that it is the responsibility of the petitioner to file the development plan in the Cabarrus County Register of Deeds Office as a deed restriction upon the subject property.

If, after two years from the date of approval substantial construction has not begun, the property in question may revert to its prior zoning designation after a public hearing is held in compliance with the required procedure for a zoning map amendment.

I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

Property Owner	<u>Jenoal G Blackwelder</u>
	<u>(TM#5518448790 & TM#5518343293 partial owner)</u>
Address	<u>5161 Blackwelder Rd.</u>
	<u>Concord, NC 28027</u>
Phone	<u></u>
Fax	<u></u>
Signature	<u>✓ Jenoal G. Blackwelder</u>

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.

OFFICIAL USE ONLY:

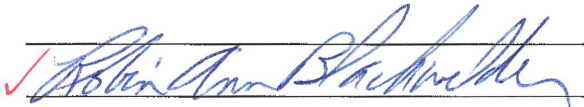
Petition Number: _____
 Date Filed: _____
 Received By: _____

**Owner Information**

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner. In addition, it is understood and acknowledged that if the property is rezoned as requested, the property involved in this request will be perpetually bound by the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended through the rezoning process. It is further understood and acknowledged that it is the responsibility of the petitioner to file the development plan in the Cabarrus County Register of Deeds Office as a deed restriction upon the subject property.

If, after two years from the date of approval substantial construction has not begun, the property in question may revert to its prior zoning designation after a public hearing is held in compliance with the required procedure for a zoning map amendment.

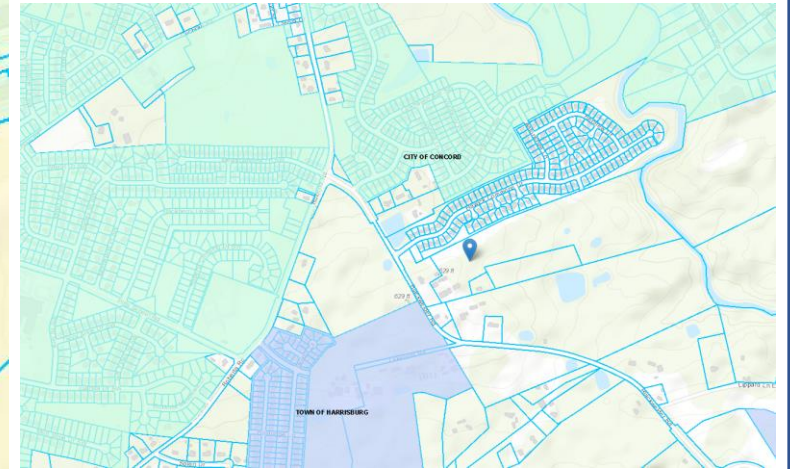
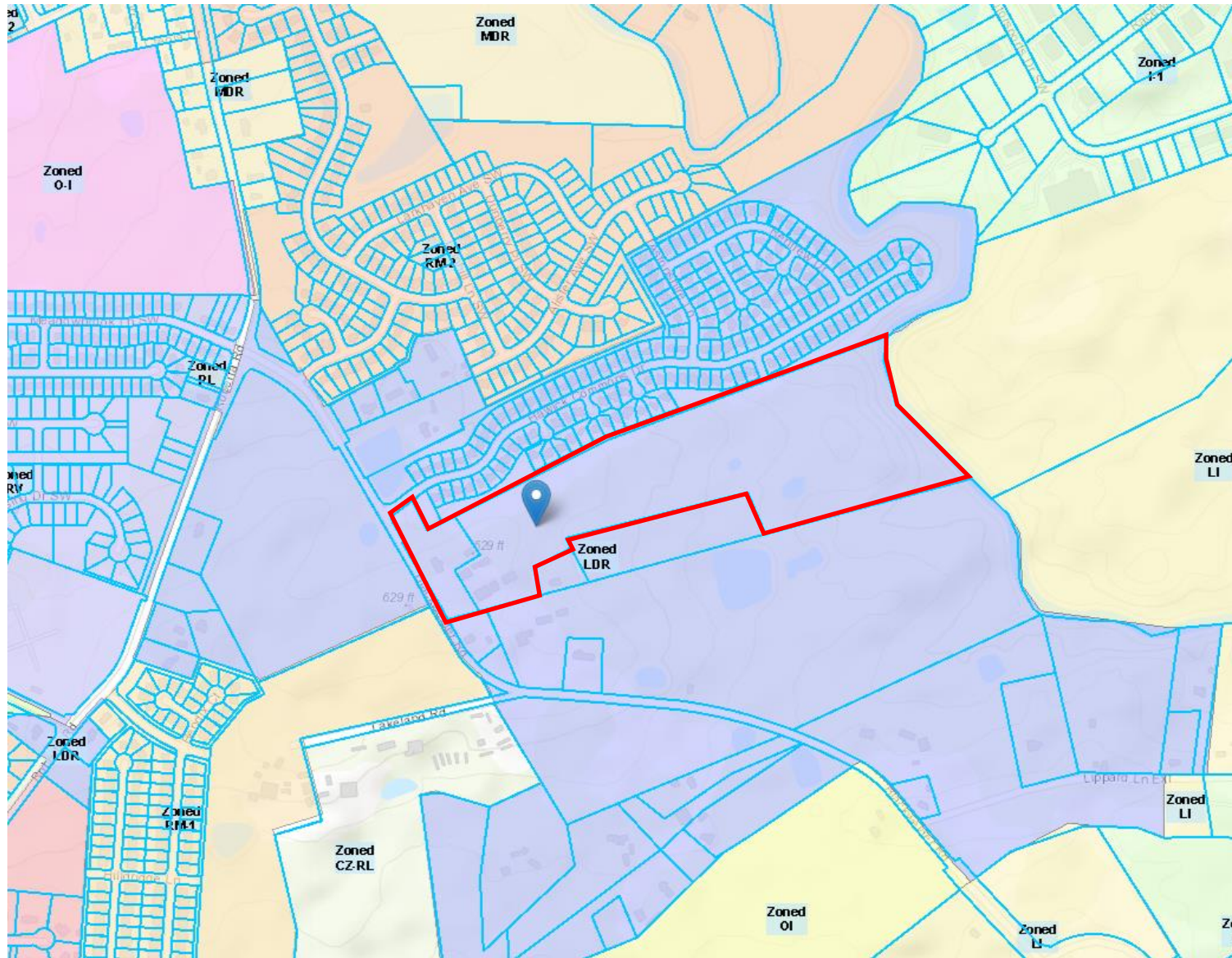
I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

Property Owner	<u>Robin Ann Blackwelder</u> <u>(TM#5518440106 & TM#5518343293 partial owner)</u>
Address	<u>5127 Blackwelder Rd.</u> <u>Concord, NC 28027</u>
Phone	<u></u>
Fax	<u></u>
Signature	<u></u>

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.

OFFICIAL USE ONLY:

Petition Number: _____
Date Filed: _____
Received By: _____



H2020-02(R) Rezoning and Annexation Request

Parcel Identification Number:
5518-44-8790, 5518-34-3293

Applicant: Southfork Ventures, LLC
Current Zoning: Low Density Residential (LDR), County
Requested Rezoning: Conditional Residential Village (CZ-
 RV)

Map Created: July 2021



DEVELOPMENT INFORMATION:

DEVELOPER: SOUTHFORK VENTURES, LLC
3712 RIVERGRASS LANE
YORK, SC 29745
PHONE: (704) 200-4273

LAND OWNER: JENOAL G & ROBIN ANNE BLACKWELDER
5127 BLACKWELDER ROAD
CONCORD, NC 28027

TAX PARCEL NO.: 02-040-0006.15, 02-040-0006.20

BOOK & PAGE: DB 8890 DP 0159

SITE ACREAGE: 39.32± ACRES (TOTAL SITE)
0.29± ACRES (LESS DOT R/W)
39.03± ACRES (NET)

CURRENT ZONING: LDR (LOW DENSITY RESIDENTIAL)

PROPOSED ZONING: RV-CZ: RESIDENTIAL VILLAGE
CONDITIONAL USE DISTRICT

LAND USE: EXISTING: FARMLAND (VACANT)
PROPOSED: SINGLE FAMILY RESIDENTIAL

BUFFER YARD: REQUIRED: TYPE "A" (8')
PROVIDED: TYPE "B" (15')

SETBACKS
FRONT: 25 FT
CORNER: 25 FT
SIDE: 10 FT
REAR: 25FT

LOTS/UNITS: 70 UNITS

LOT WIDTH (MIN.): 75 FT

LOT AREA (MIN.): 9,375 SF

DENSITY: 1.79 UNITS/ACRE

OPEN SPACE: REQUIRED: 3.12 AC. (8.00% <2.1 DUA)
PROVIDED: 16.54 AC. (42.51%)

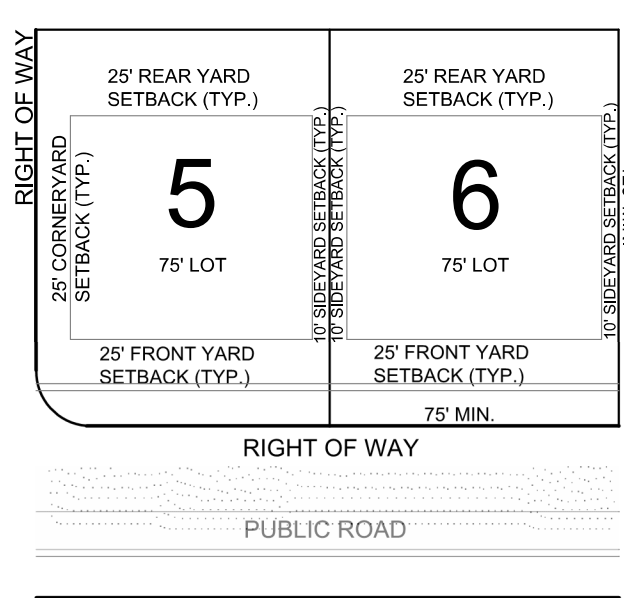
ACTIVE OPEN SPACE: REQUIRED: 1.75 AC (.025 AC. PER LOT, TABLE 6.5.3.7.2)
PROVIDED: 11.62 AC.

PUBLIC OPEN SPACE: REQUIRED: 2.00 AC. (1/50 AC. PER LOT)
PROVIDED: 0.00 AC.
MITIGATION AREA = 2.00 AC.*

* REQUIRED DIFFERENCE TO BE PAYMENT IN LIEU OF OR DEDICATION OF
ADDITIONAL SPACE (AS AGREED UPON BY ALL PARTIES)

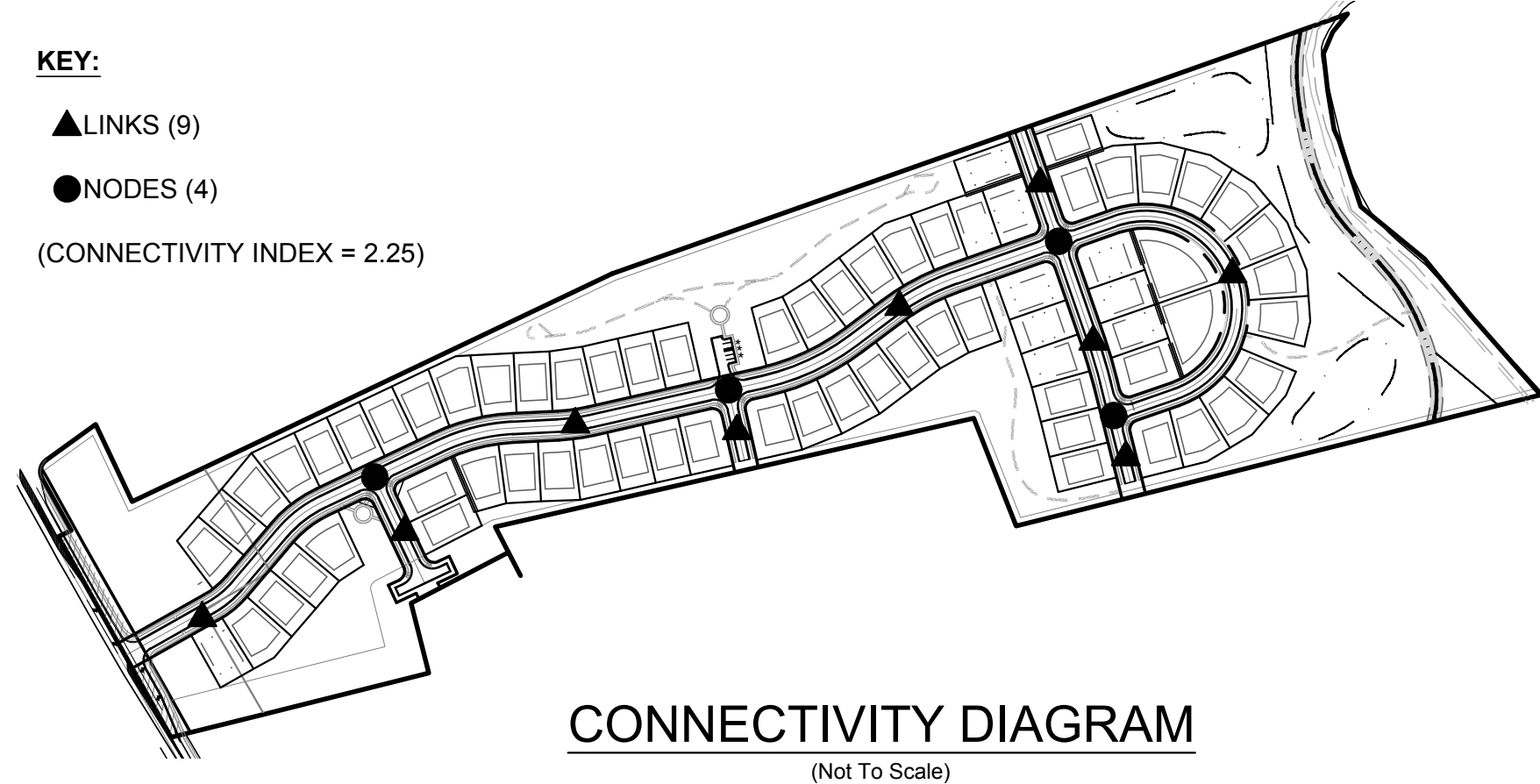
Curve Table					
Curve #	Length	Radius	Chord	Bearing	Delta
C1	43.61	30.00	39.87	N12°16'16"E	83°17'25"

Line Table		
Line #	Length	Direction
L1	177.88	S25°21'30"E
L2	89.89	N64°39'25"E
L3	74.31	N64°37'47"E
L4	49.41	N70°53'30"E
L5	48.72	S38°45'59"W
L6	48.82	S23°38'20"W
L7	76.71	S6°42'45"E
L8	82.68	S9°19'33"E
L9	23.83	S25°15'30"E
L10	145.62	S18°10'46"E
L11	170.83	S50°35'33"E
L12	152.95	S39°24'44"E
L13	218.99	S41°20'03"E
L14	40.03	S75°57'54"W
L15	59.98	S27°30'33"E
L16	90.03	S14°15'23"E
L17	60.10	S14°02'07"E
L18	38.53	S75°55'27"W
L19	31.28	S76°06'14"W
L20	30.04	N64°36'22"E



TYPICAL LOT
SETBACK
(Not To Scale)

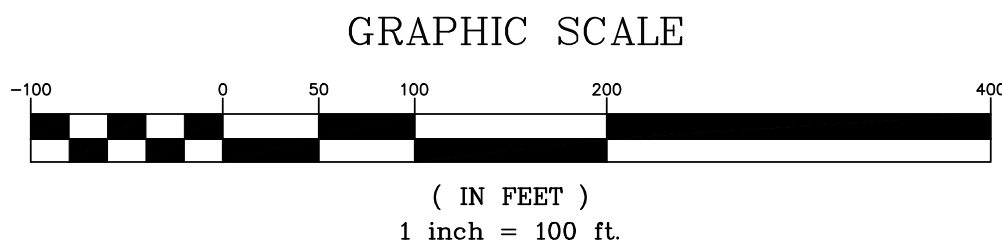
KEY:
▲LINKS (9)
●NODES (4)
(CONNECTIVITY INDEX = 2.25)



VICINITY MAP - N.T.S.



SITE PLAN
(1" = 100')



DATE	ISSUED FOR	REV
12/16/19	Initial Submittal	0
03/19/20	Per Town of Harrisburg Comments	1
04/23/20	Per NCDOT Comments	2
06/23/20	Per NCDOT Comments	3
11/25/20	Per Town of Harrisburg Comments	4
04/27/21	Per Town of Harrisburg Comments	5
06/29/21	Per Town of Harrisburg Comments	6
08/04/21	Revise Property Boundary	7



Engineer:



R. Joe Harris & Associates, Inc.
Engineering • Land Surveying • Planning
Management

1100 Stonewall Blvd., Tampa, FL 33604 P: (813) 802-1799

www.rjoharris.com

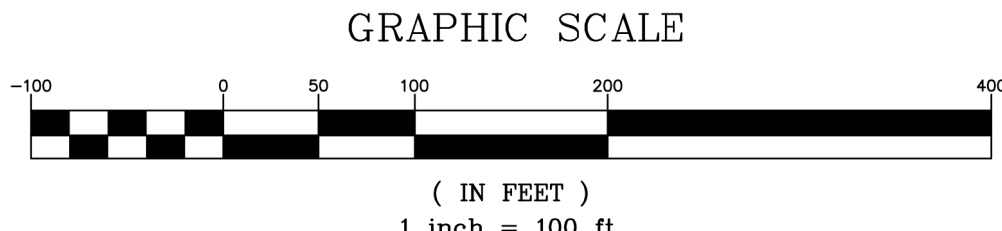
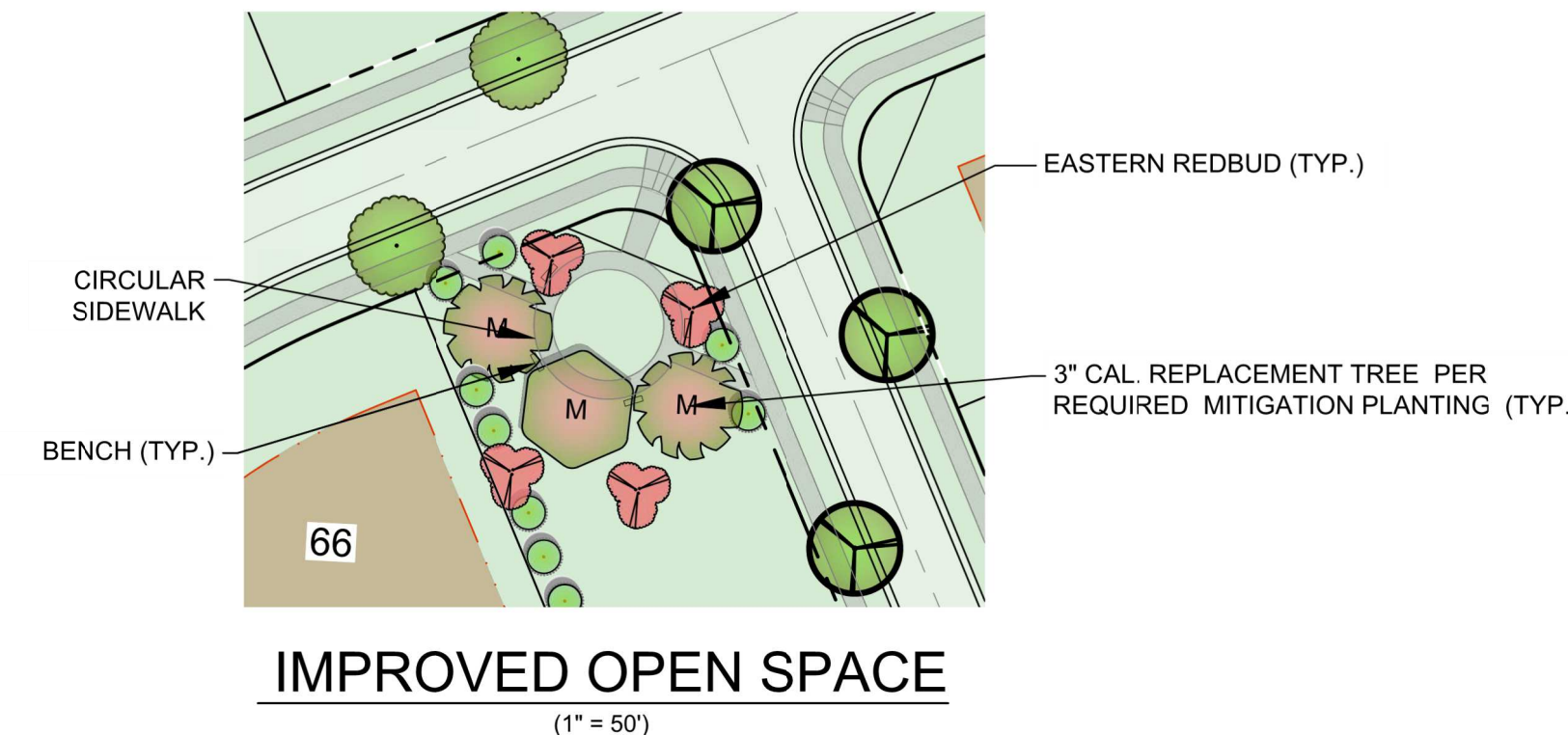
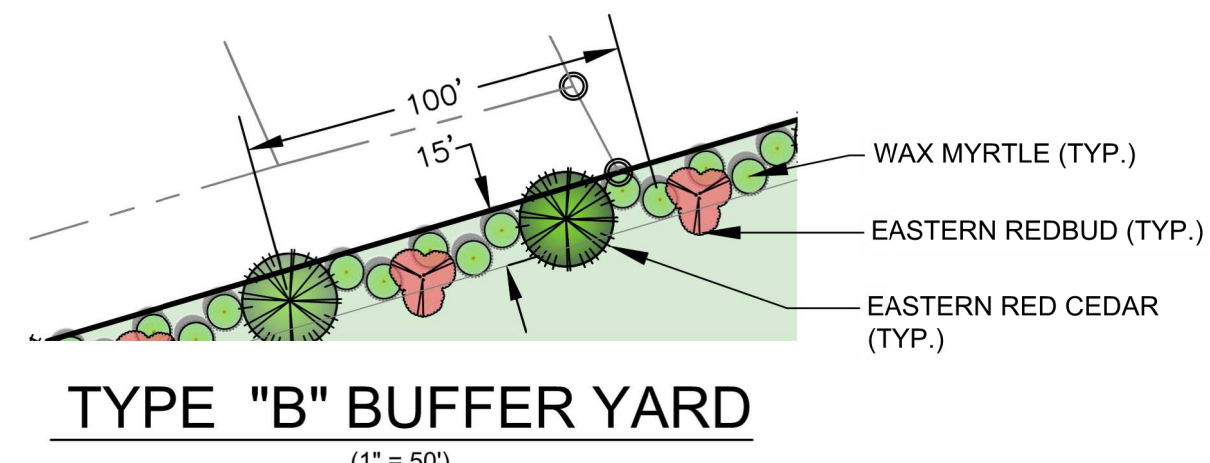
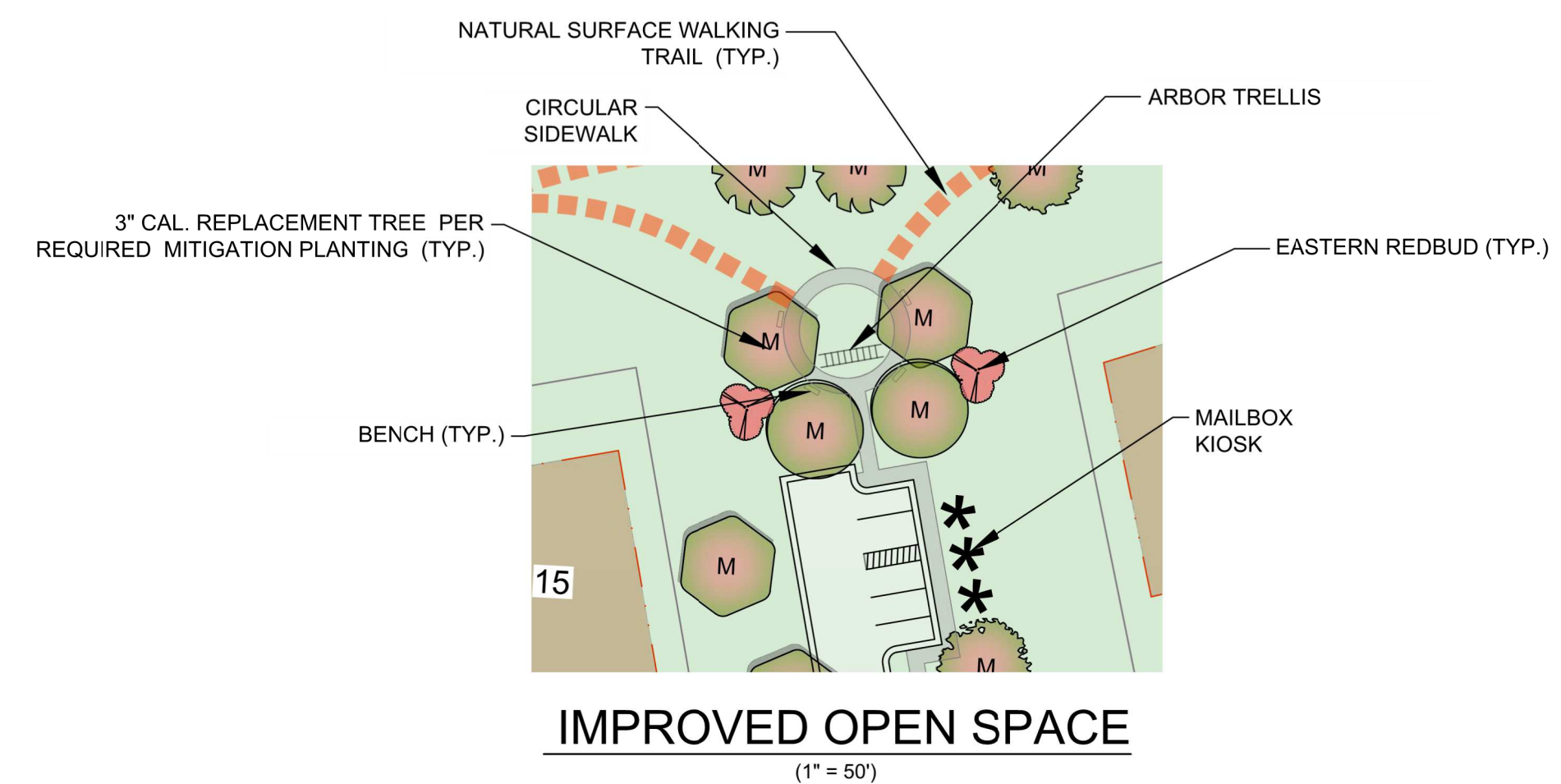
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having jurisdiction.

FOR
INFORMATION
ONLY

Project Manager J. Murdock	Drawn J. Murdock
Department Manager P. Murphy	Checked B. Pridemore
Print/Plot Date August 4, 2021	
Asbuilt Drawn -	Asbuilt Date -
Client South Fork Ventures, LLC 3712 RIVERGRASS LANE YORK, SC 29745 P: (704) 506-2407	
Project: Blackwelder Subdivision	
Drawing Title: Conditional Rezoning Plan Site Plan	
Project No. 3329	Drawing No. SP-1
DWG File Name: 3329-Blackwelder-rezoning	



VICINITY MAP - N.T.S.



DATE	ISSUED FOR	REV
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03/19/20	Per Town of Harrisburg Comments	1
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04/27/21	Per Town of Harrisburg Comments	5
06/29/21	Per Town of Harrisburg Comments	6
08/04/21	Revise Property Boundary	7



Engineer:

RJH

R. Joe Harris & Associates, Inc.
Engineering • Land Surveying • Planning Management

1186 Stoneroot Blvd., Tega Cay, S.C. 29708 P: (803) 802-1799

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FOR INFORMATION ONLY

Project Manager J. Murdock	Drawn J. Murdock
Department Manager P. Murphy	Checked B. Pridemore
Print/Plot Date August 4, 2021	
Asbuilt Drawn -	Asbuilt Date -
Client South Fork Ventures, LLC 3712 RIVERGRASS LANE YORK, SC 29745 P: (704) 506-2407	

Project:
Blackwelder Subdivision

Drawing Title:
Conditional Rezoning Plan
Landscape Plan

Project No. 3329	Drawing No. SP-2
DWG File Name: 3329-Blackwelder-rezoning	

CONDITIONAL NOTES:

1. APPLICANT AGREES TO OBTAIN ANY AND ALL APPLICABLE LOCAL, STATE, AND FEDERAL PERMITS REQUIRED FOR DEVELOPMENT BEFORE ANY DEVELOPMENT ACTIVITY CAN TAKE PLACE.
2. APPLICANT AGREES TO RESTRICT PRIMARY CLADDING MATERIALS FOR ALL RESIDENTIAL BUILDINGS TO MASONRY TO INCLUDE FIBER CEMENT OR SIMILAR PRODUCTS; VINYL SIDING SHALL ONLY BE USED FOR DOORS AND TRIM.
3. APPLICANT AGREES THAT THERE WILL BE NO EXPOSED CONCRETE FOUNDATIONS AND THAT SIDING AND/OR OTHER MATERIAL MUST EXTEND TO THE GROUND LEVEL ON ALL SIDES OF THE HOMES.
4. APPLICANT AGREES TO THE MITIGATION/REPLACEMENT OF IDENTIFIED HERITAGE TREES IF DAMAGED DURING CONSTRUCTION, IN ACCORDANCE WITH THE TOWN OF HARRISBURG UNIFIED DEVELOPMENT ORDINANCE.
5. APPLICANT AGREES TO PROVIDE A MINIMUM 8 FOOT LANDSCAPE EASEMENT (4 FEET ON EACH SIDE OF THE PROPERTY LINE, EXISTING TREE SAVE OR NEWLY PLANTED) FOR RESIDENTIAL LOTS SHARING A REAR PROPERTY LINE.
6. APPLICANT AGREES TO DEDICATE A FEE-IN-LIEU OF PUBLIC OPEN SPACE DEDICATION FOR THE 2.00 ACRES OF REQUIRED PUBLIC OPEN SPACE, IN THE AMOUNT OF \$38,065 PER ACRE, FOR A TOTAL OF \$76, 1 30. ALL FEE-IN-LIEU OF DEDICATIONS SHALL BE MADE TO THE TOWN PRIOR TO FINAL PLAT APPROVAL.
7. APPLICANT AGREES TO CONSTRUCT 10' WIDE PAVED GREENWAY AND DEDICATE 25' GREENWAY EASEMENT AS SHOWN ON THE REZONING SITE PLANS.
8. ALL PONDS SHALL BE WET DETENTION PONDS WITH FOUNTAINS. PONDS SHALL BE DESIGNED SUCH THAT THERE IS A MINIMUM DEPTH OF 10' OVER AT LEAST 25% OF THE PERMANENT POOL AREA.
9. APPLICANT AGREES FENCE SURROUNDING DETENTION POND SHALL BE VINYL 4-RAIL FANS FENCE, PREFERABLY WHITE.
10. APPLICANT AGREES MAILBOX CLUSTERS SHALL MEET ADA STANDARDS AT A MINIMUM.
11. ALL STREETS SHOULD BE TO THE TOWN OF HARRISBURG ENGINEERING DESIGN STANDARDS, ALTERNATE PAVEMENT SCHEDULE IS NOT ALLOWABLE. ROADWAYS CROSS SECTIONS WILL BE REVIEWED AND APPROVED AT THE CONSTRUCTION DOCUMENT PHASE.

DEVELOPMENT NOTES:

1. GENERAL PROVISIONS:
 - 1.1. SITE DEVELOPMENT, THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING PETITION FILED BY SOUTHFORK VENTURES, LLC ("PETITIONER") TO ACCOMMODATE THE DEVELOPMENT OF UP TO SEVENTY-SEVEN (77) SINGLE-FAMILY DETACHED DWELLING UNITS AS GENERALLY DEPICTED ON THE REZONING PLAN. THE PROPOSED DEVELOPMENT WILL BE ON AN APPROXIMATELY 40.48 ACRE SITE ON BLACKWELDER ROAD ("THE SITE").
 - 1.2. ZONING DISTRICTS/ORDINANCE. DEVELOPMENT OF THE SITE WILL BE GOVERNED BY THE REZONING PLAN AS WELL AS THE APPLICABLE PROVISIONS OF THE HARRISBURG ZONING ORDINANCE ("THE ORDINANCE"), UNLESS THE REZONING PLAN ESTABLISHES MORE STRINGENT STANDARDS THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE RV ZONING CLASSIFICATION SHALL GOVERN.
 - 1.3. GRAPHICS AND ALTERATIONS. THE SCHEMATIC DEPICTIONS LOTS, SIDEWALKS, STRUCTURES AND BUILDINGS, BUILDING ELEVATIONS, DRIVEWAYS, STREETS AND OTHER DEVELOPMENT MATTERS AND SITE ELEMENTS (COLLECTIVELY THE "DEVELOPMENT/SITE ELEMENTS") SET FORTH ON THE REZONING PLAN SHOULD BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE LAYOUT, LOCATIONS, SIZES AND FORMULATIONS OF THE DEVELOPMENT/SITE ELEMENTS DEPICTED ON THE REZONING PLAN ARE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS PROPOSED. CHANGES TO THE REZONING PLAN NOT ANTICIPATED BY THE REZONING PLAN WILL BE REVIEWED AND APPROVED AS ALLOWED BY THE TOWN OF HARRISBURG.
 - 1.4. SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. THEREFORE, THERE MAY BE INSTANCES WHERE MINOR MODIFICATIONS WILL BE ALLOWED WITHOUT REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER THE ORDINANCE PENDING REVIEW AND APPROVAL BY THE TOWN OF HARRISBURG . THESE INSTANCES WOULD INCLUDE CHANGES TO GRAPHICS IF THEY ARE MINOR AND DONT MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN.
 - 1.5. THE PLANNING DIRECTOR WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PER THIS AMENDED PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA DESCRIBED ABOVE, THE PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS OF THE ORDINANCE; IN EACH INSTANCE, HOWEVER, SUBJECT TO THE PETITIONER'S APPEAL RIGHTS SET FORTH IN THE ORDINANCE.
2. PERMITTED USES & DEVELOPMENT LIMITATION:
 - 2.1. THE SITE MAY BE DEVELOPED WITH UP TO SEVENTY-SEVEN (77) SINGLE-FAMILY DETACHED DWELLING UNITS.
 - 2.2. THE MINIMUM LOT SIZE SHALL BE 9,375 SQUARE FEET WITH A MINIMUM LOT WIDTH OF SEVENTY-FIVE (75) FEET.
3. ACCESS AND TRANSPORTATION:
 - 3.1. ACCESS TO THE SITE WILL BE FROM CONNECTION TO BLACKWELDER ROAD ON THE WESTERN PART OF THE SITE AS DEPICTED ON THE REZONING PLAN.
 - 3.2. ADDITIONAL ACCESS TO THE SITE WILL BE FROM CONNECTION TO ABERDEEN WAY ON THE NORTHEAST PART OF THE SITE AS DEPICTED ON THE REZONING PLAN.
 - 3.3. THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS ARE SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE DEVELOPMENT AND CONSTRUCTION PLANS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE TOWN OF HARRISBURG AND/OR NCDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.
 - 3.4. THE PETITIONER SHALL INSTALL TRANSPORTATION IMPROVEMENTS PER THE APPROVED TRAFFIC IMPACT ANALYSIS.
4. ARCHITECTURAL STANDARDS:
 - 4.1. THE BUILDING MATERIALS USED ON THE PRINCIPAL BUILDINGS CONSTRUCTED ON SITE WILL BE A COMBINATION OF PORTIONS OF THE FOLLOWING: BRICK, STONE, PRECAST STONE, PRECAST CONCRETE, SYNTHETIC STONE, CEMENTITIOUS FIBER BOARD, EIFS, STUCCO, DECORATIVE BLOCK AND/OR WOOD, VINYL OR ALUMINUM AS A BUILDING MATERIAL MAY ONLY BE USED ON WINDOWS, SOFFITS AND HANDRAILS/RAILINGS. THE PROPOSED ROOFING MATERIALS WILL BE ARCHITECTURAL SHINGLES, WOOD SHAKE, SLATE, TILE AND/OR METAL.
 - 4.2. THE MINIMUM SINGLE-FAMILY RESIDENTIAL UNIT SIZE SHALL BE 1,800 SQUARE FEET FOR A SINGLE STORY UNIT AND 2,400 SQUARE FEET FOR A 2-STORY UNIT.
 - 4.3. THE PETITIONER AGREES TO RESTRICT CLADDING MATERIALS FOR ALL BUILDINGS TO CLADDING PRODUCTS OTHER THAN VINYL SIDING.
5. STREETSCAPE, BUFFERS, YARDS, LANDSCAPING:
 - 5.1. AN EIGHT (8) FOOT TYPE "A" LANDSCAPE BUFFER SHALL BE PROVIDED BETWEEN ADJACENT LAND USES OF THE SAME CLASS.
 - 5.2. A FIFTEEN (15) FOOT TYPE "B" LANDSCAPE BUFFER SHALL BE PROVIDED AS GENERALLY DEPICTED.
6. ENVIRONMENTAL FEATURES AND OPEN SPACE:
 - 6.1. THE SITE SHALL COMPLY WITH STORMWATER AND WATER QUALITY REQUIREMENTS AS SET FORTH IN THE ORDINANCE.
 - 6.2. THE STORMWATER FACILITY WILL PROVIDE PEAK DISCHARGE CONTROL (DETENTION) UP TO THE TWENTY-FIVE (25) YEAR STORM.
 - 6.3. A TEN (10) WIDE PAVED PUBLIC GREENWAY TRAIL WITH A TWENTY-FIVE (25) FOOT EASEMENT SHALL BE PROVIDED AS GENERALLY DEPICTED.
7. MISCELLANEOUS PROVISIONS:
 - 7.1. PETITIONER AGREES TO OBTAIN ALL APPLICABLE LOCAL, STATE, AND FEDERAL PERMITS REQUIRED FOR DEVELOPMENT BEFORE ANY DEVELOPMENT ACTIVITY OCCURS ON SITE.
8. AMENDMENTS TO THE REZONING PLAN:
 - 8.1. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE APPLICABLE PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE ORDINANCE.
9. BINDING EFFECT OF THE REZONING APPLICATION:
 - 9.1. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT OF THE SITE IMPOSED UNDER THE REZONING PLAN WILL, UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE ORDINANCE, BE BINDING UPON AND INSURE TO THE BENEFIT OF THE PETITIONER AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST OR ASSIGNS.

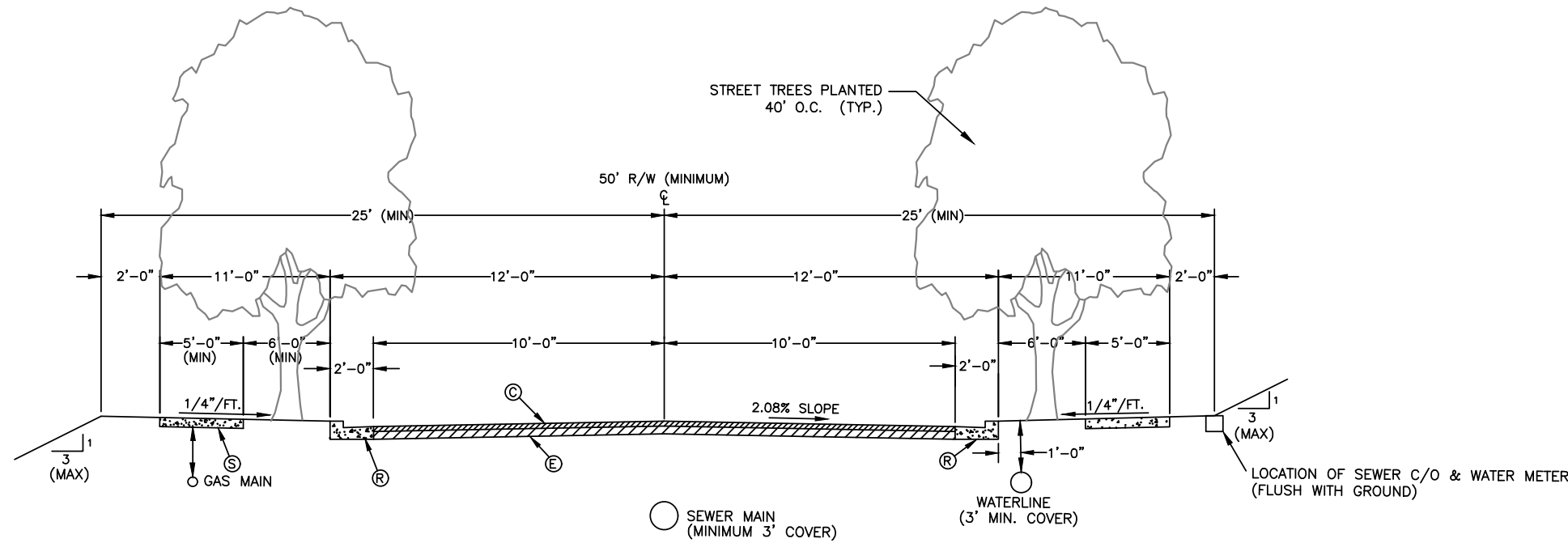
RIVERSTREAM OVERLAY CALCULATION NOTE:

CLASS 1 STREAM BUFFER SHALL BE MEASURED FROM THE AVERAGE ANNUAL STREAM BANK PERPENDICULARLY FOR A DISTANCE OF 50 FEET PLUS FOUR (4) TIMES THE AVERAGE PERCENT OF SLOPE OF AREA ADJACENT TO THE STREAM. SLOPE CALCULATED BY MEASURING A DISTANCE OF 250 FEET FROM THE CENTER OF THE STREAM. MAXIMUM DISTANCE SHALL NOT EXCEED 120 FEET FROM THE EDGE OF THE STREAM.

MAX. AVERAGE EXISTING SLOPE FOR 250' DISTANCE FROM CREEK = 4.3% - 16.4%
RSOD = MINIMUM 50' + (4 * AVERAGE SLOPE)
RSOD PROVIDED = 67.2' - 115.6' FROM TOP OF BANK



VICINITY MAP - N.T.S.



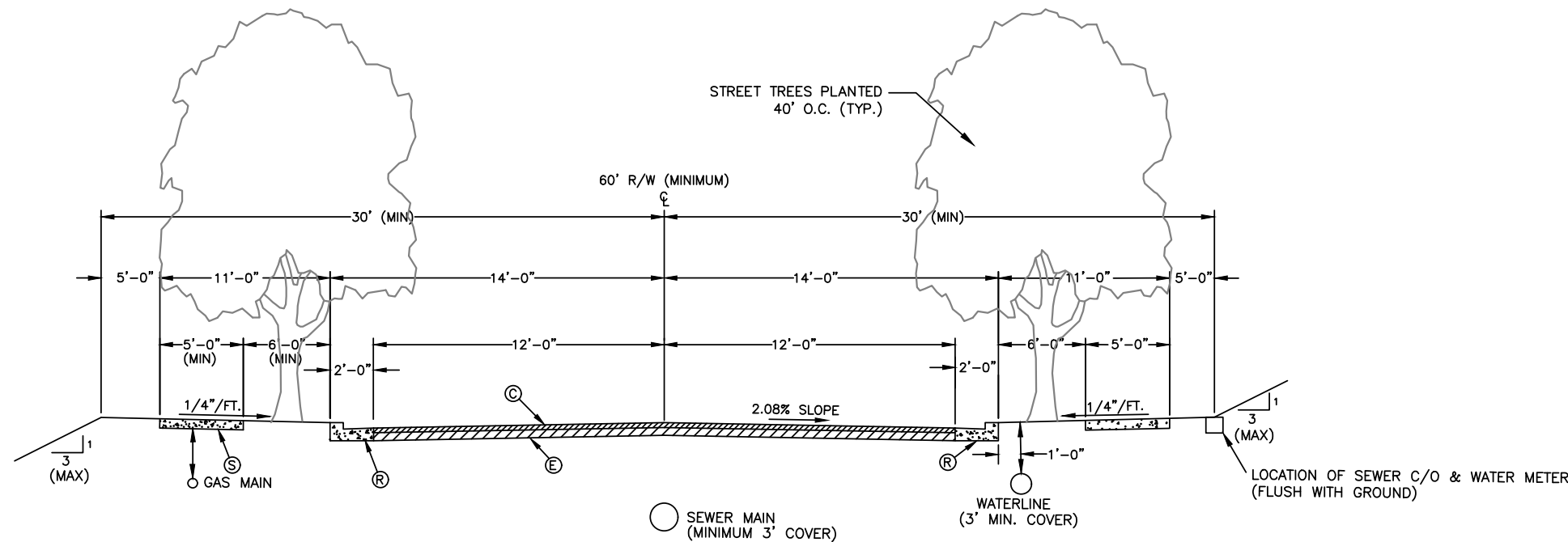
RESIDENTIAL LANE

PAVEMENT SCHEDULE

- ① 1.5" BITUMINOUS CONCRETE SURFACE COURSE - TYPE 9.5B
- ② 2.5" BITUMINOUS CONCRETE INTERMEDIATE COURSE - TYPE 110B
- ③ 6" CRUSHED AGGREGATE BASE COURSE
- ④ 2'-0" STANDARD CURB AND GUTTER
- ⑤ 5' CONCRETE SIDEWALK

NOTE:

- ALTERNATE PAVEMENT SCHEDULE IS NOT ALLOWABLE.
- ROADWAY CROSS SECTIONS WILL BE REVIEWED AND APPROVED AT THE CONSTRUCTION PHASE.



RESIDENTIAL LANE

PAVEMENT SCHEDULE

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06/29/21	Per Town of Harrisburg Comments	6
08/04/21	Revise Property Boundary	7



Engineer:



R. Joe Harris & Associates, Inc.
Engineering • Land Surveying • Planning
Management

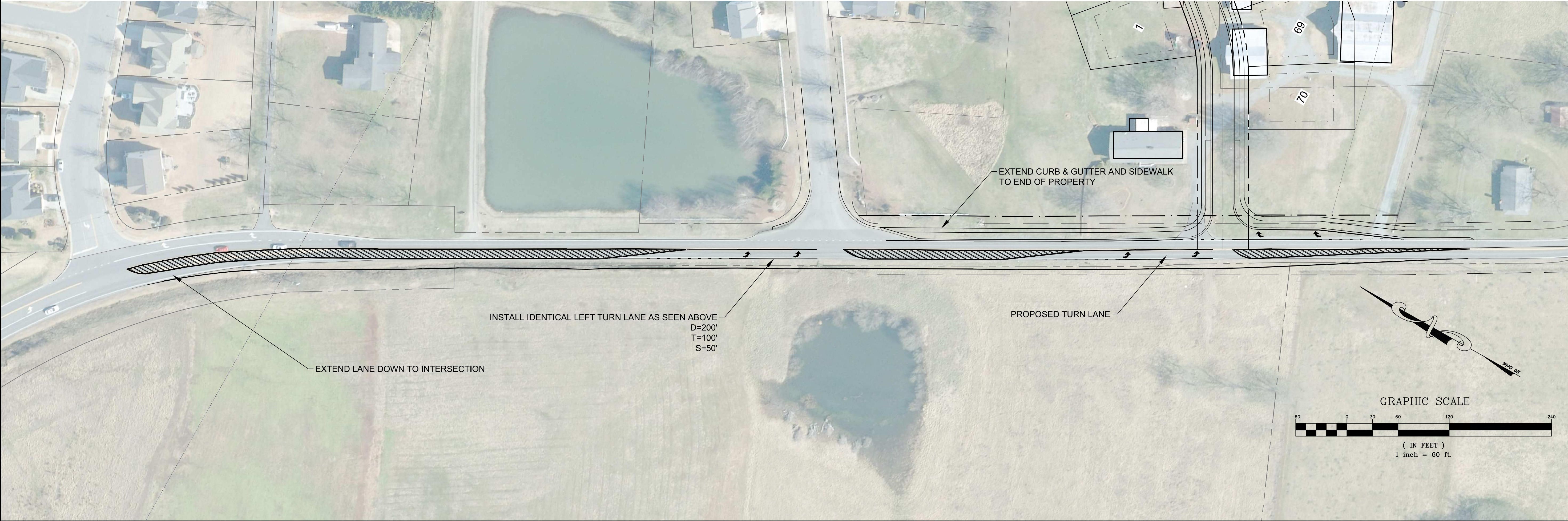
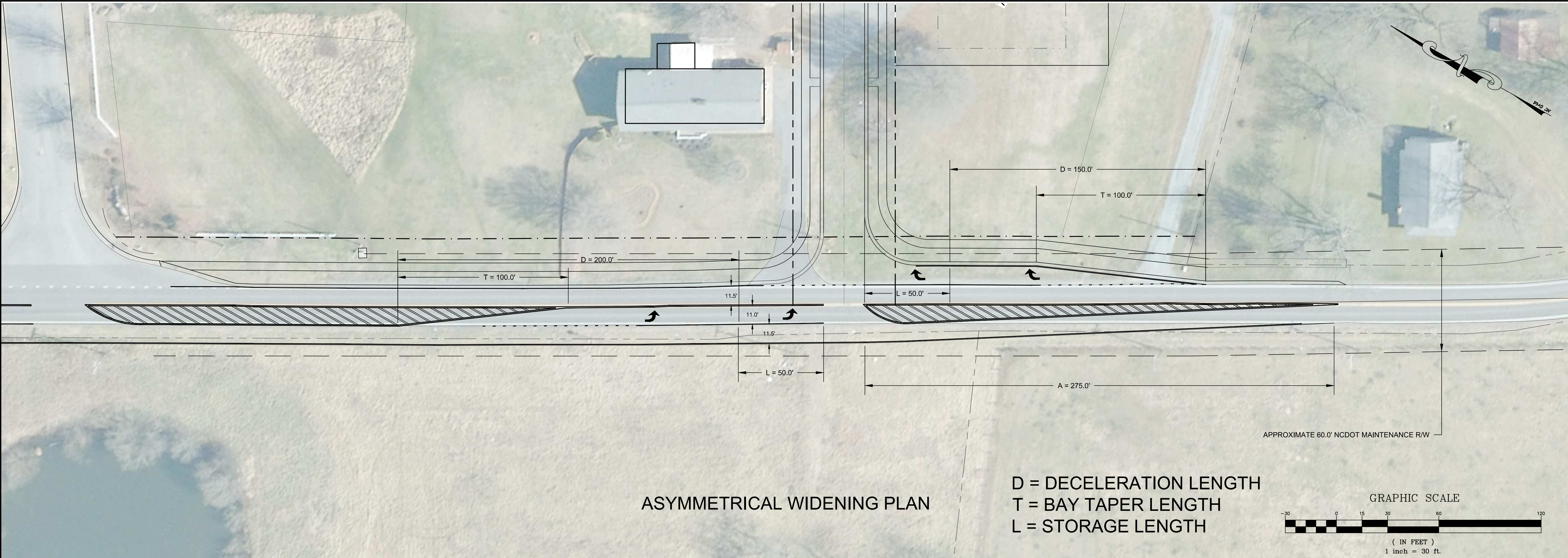
1188 Stonewort Blvd., Tega Cay, S.C. 29708 P: (803) 802-1799

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FOR
INFORMATION
ONLY

Project Manager	Drawn
J. Murdock	A. Bowersox
Department Manager	Checked
P. Murphy	P. Murphy
Print/Plot Date	
August 4, 2021	
Asbuilt Drawn	Asbuilt Date
-	-
Client	
South Fork Ventures, LLC 3712 RIVERGRASS LANE YORK, SC 29745 P: (704) 506-2407	
Project:	
Blackwelder Subdivision	
Drawing Title:	
Conditional Rezoning Plan Details	
Project No.	Drawing No.
3329	
DWG File Name:	
3329-Blackwelder-rezoning	SP-3



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Engineer:



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FOR
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Project Manager J. Murdock	Drawn J. Murdock
Department Manager P. Murphy	Checked B. Pridemore
Print/Plot Date AUGUST 4, 2021	
Asbuilt Drawn -	Asbuilt Date -
Client SOUTH FORK VENTURES, LLC 3712 RIVERGRASS LANE YORK, SC 29745 (704) 506-2407	

Project:
**BLACKWELDER
SUBDIVISION**

Drawing Title:
ROAD WIDENING EXHIBIT

Project No. 3329	Drawing No. SP-4
DWG File Name: 3329-Blackwelder-rezoning	



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Engineer:



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117 Ben Casey Drive, Suite 101, Fort Mill, S.C. 29708 P: (803) 802-1799

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FOR
INFORMATION
ONLY

Project Manager	Drawn
J. Murdock	J. Murdock
Department Manager	Checked
P. Murphy	B. Pridemore

Print/Plot Date

April 23, 2020

Asbuilt Drawn	Asbuilt Date
-	-

Client

SOUTH FORK VENTURES, LLC
3712 RIVERGRASS LANE
YORK, SC 29745
P: (704) 506-2407

Project:

Blackwelder
Subdivision

Drawing Title:

Site Distance Profile

Project No.	Drawing No.
3329	SD-1
DWG File Name:	
3329-Blackwelder-Site Distance	



Town of Harrisburg
Planning and Economic Development Department
Rezoning Staff Report

DATE: August 30, 2021

SUBJECT: Blackwelder Road Properties

Request H-2020-02-(R): To rezone approximately 39.32 acres from LDR, Low Density Residential (County) to CZ-RV, Conditional Residential Village

Location: The subject property is located off Blackwelder Road between Roberta Road and Lakeland Road. (PIN 55184487900000 and 55183432930000)

Applicant: Southfork Ventures, LLC on behalf of owner (Jenoal Blackwelder)

Staff Report Prepared by: Craig Thomas, Senior Planner
Planning & Economic Development Department

Neighborhood Meeting: Held January 23rd, 2020

BACKGROUND:

Area: ±39.32 acres Total (39.03 Net)

Existing Land Use: Vacant/Single-Family Residential

Zoning within 500 feet: North – LDR, Low Density Residential
South – LDR, Low Density Residential
East – LI, Light Industrial
West – LDR, Low Density Residential

Land Uses within 500 feet: North – Single-Family Residential
South – Vacant and Single-Family Residential
East – Vacant
West – Vacant

APPLICATION SUMMARY:

- The applicant proposes to develop a 70-lot single-family subdivision. To achieve this, the applicant is requesting the property be annexed into Harrisburg Town limits, and rezoned from current Cabarrus County Low Density Residential (LDR) district to Conditional Residential Village (CZ-RV) in accordance with the site plan submitted with the application.
- The proposed density of the site is 1.79 dwelling units per acre, as stated on plans with 70 lots. The RV district has a maximum density of 8 dwelling units per acre but upon approval of this rezoning, the density will be capped at 1.79 units/acre and the site plan will be attached with the land.
- Per the Town subdivision regulations, the applicant is providing dedicated public open space. The applicant proposes the development of 16.54 acres of open space as part of the development.
- As a conditional zoning request, the applicant has submitted a site plan along with the request for rezoning, which is attached for your consideration.
- The applicant agreed to construct a 10' paved greenway and dedicate a 25' greenway easement as shown on the rezoning site plans and pay \$76,130 towards public open space.
- The property is currently unincorporated area within Cabarrus County. Applicant has submitted a Petition requesting Annexation for the subject property which is contiguous to the current Town of Harrisburg corporate limits.
- The rezoning request to Residential Village (RV) is not consistent with the recommendation in the HALUP for the Low Density Residential (LDR) areas, Staff is presenting this for Council's consideration without staff recommendation as requested by the applicant.

APPROVAL CRITERIA:

1. The size of the tract in question;

The subject property is approximately 39.46 acres in size.

2. Whether the proposal conforms with and is in furtherance of the implementation of the goals and policies of the Comprehensive Plan, other adopted plans, and the goals, objectives and policies of the Ordinance;

Per the Unified Development Ordinance, the intent of the proposed district depicted on the submitted site plan is as follows:

***RV:** The RV district is established to provide areas for detached and attached single family homes, with a maximum of eight (8) dwelling units per acre, in areas where large-lot development is discouraged and adequate public facilities and services are available. RV supports the principles of concentrating urban growth and reinforcing existing community centers.*

Per the Harrisburg Area Land Use Plan, the subject property is located in an area designated on the future land use map as Low Density Residential. The description of Low Density Residential is as follows:

“This area is characterized by low- to moderate-density residential development (up to 3 dwelling units per acre). Single-family detached homes are complemented by natural areas as well as formal and informal open space amenities. Conservation design, which includes more open space in exchange for small minimum lot sizes, may be recommended in locations with sensitive natural resources.”

Based on the description of the Low Density Residential land use classification, the proposed development, at 1.79 dwelling units per acre would fall within the threshold of up to 3 dwelling units per acre that has been set for this area in the Land Use Plan.

The proposed development does not meet one of the primary goals of the plan.

Recommendation LU-7 of the Plan recommends consistency between the Town’s zoning regulations and the adopted Future Land Use Map. A table included as part of this goal establishes the “appropriate” zoning districts to use when making zoning decisions based on the Future Land Use Map. The map, as previously stated, designates this area as Low Density Residential. The table indicates that the RV district is not an appropriate for this land use classification. A more appropriate zoning classification would be RM-1 (15,000 sq foot minimum lot size or RL (20,000 sq ft minimum). The proposal indicates minimum lot sizes at 9,400 square feet.

3. The benefits or detriments for the owner, neighbors and surrounding community;

The benefits to the owner of the property would be that single-family residential development at the proposed density of 1.79 dwelling units per acre could be achieved under the proposed zoning. The existing zoning restricts density to 1 dwelling unit per acre.

Detriments to the neighbors and surrounding community are consistent with those expected with additional residential development, such as generation of additional traffic and potential traffic congestion during peak times. The proposal includes a full-movement main entrance on Blackwelder Road. There is also a connection to Aberdeen Way to the north and a future extension of Aberdeen Way to the south. This will help alleviate the reliance on a single entrance and divert local traffic through the neighborhood. Benefits to the neighbors and the surrounding community include the dedication and construction of an additional segment of greenway.

4. Whether the proposed request is in compliance with the adequate public facilities criteria;

a. Utilities:

Utilities are available in this area, and are sufficient to meet the needs of this property. Water line is located along Blackwelder Road and sewer access is available from the development to the north of the property and accessible from the west. Any utility line extensions or upgrades necessary to serve this development will be the responsibility of the developer.

b. Transportation:

A TIA was not required based on the proposed number of lots. However, future right of way on Blackwelder Road is being dedicated and will be available for future expansion. A full access movement along with a dedicated right turn lane will also be constructed on Blackwelder Road including 300 feet of pavement widening and associated taper. The greenway will be constructed and eventually connect throughout town as additional subdivisions are built with greenways.

c. Safety and Sanitation Services:

Adequate police, fire, and sanitation services are available for the proposed use, and will be provided upon annexation.

d. Schools:

Per Cabarrus County, the APF Ordinance for schools is currently not being enforced after a ruling by the NC Supreme Court. However, Cabarrus County Schools does still review the capacity of the K-12 schools that this development will feed into and provides future capacity numbers based on the units proposed. For this site, Cabarrus County has provided the following information:

Current Capacity:

Elementary (Pitts School Road ES)	<u>93%</u>
Middle (JN Fries MS) -	<u>90%</u>
High (Hickory Ridge HS) -	<u>104%</u>

Future Capacity Based on Unbuilt Lots and Including this Request:

Elementary (Pitts School Road ES)	<u>96%</u>
Middle (JN Fries HS) -	<u>92%</u>
High (Hickory Ridge HS) -	<u>105%</u>

As per Cabarrus County School, the Single-family homes in this development will generate upon full buildout an additional 30 elementary students, 15 middle school students, and 20 high school students.

5. The relationship of the uses envisioned under the new zoning and the uses currently present in adjacent tracts. The Commission shall consider the following:

- a. **Whether the proposed zoning is compatible with the surrounding area or whether there will be adverse impacts on the capacity or safety of the portion of street network influenced by the rezoning, parking problems, or environmental impacts that the new use will generate such as excessive storm water runoff, water, air or noise pollution, excessive nighttime lighting or other nuisances;**

The proposed use and density (1.79 dwelling units per acre) are compatible with existing neighborhoods in the area. The density is slightly lower than those developments and the lot sizes are similar. Properties to the west and south of the site currently exists as rural homesteads, so the proposed development would represent a change compared to those areas.

- b. **Any change of character in the area due to installation of public facilities, other zoning changes, new growth changes, deterioration, and development;**

Like all other development activity in this area, the development of this land would convert former farmland and forestland into residential neighborhoods, while preserving appropriate area for open space/tree save.

- c. **The zoning districts and existing land uses of the surrounding properties;**

The areas around this property are generally zoned for low to medium density residential use. Existing land use patterns in the area typically consist of low to medium density residential neighborhoods and vacant forested land and land previously used for agricultural purposes.

- d. **Whether the subject property is suitable for the uses to which it has been restricted under the existing zoning classification;**

The property is suitable for the uses which it has been restricted to under the existing zoning classification.

- e. **Whether the rezoning is compatible with the adjacent neighborhood, especially concerning neighborhood stability and character;**

As previously mentioned, the specific use of the property, single family residential, is consistent with surrounding neighborhoods. The primary point of potential inconsistency would be the introduction of relatively smaller lots into this area, which is not in alignment with the Land Use Plan recommendations.

- f. **The length of time the subject property has remained vacant as zoned (if applicable);**

This property has been used for residential and agricultural purposes.

- g. **Whether there is an adequate supply of land available in the subject area and the surrounding community to accommodate the zoning and community needs;**

Land supply is not a direct issue in this area.

6. Whether the existing zoning was in error at the time of adoption.

The existing zoning was not in error at the time of adoption.

Furthermore, as a Conditional Zoning request, the Board must consider the following criteria:

7. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and consistency with the purposes, goals, objectives, and policies of the current Land Use Plan.

The rezoning application to RV district to the property, with the proposed density limitation, is consistent with the density; however, the lot size standards established for the base RV Zoning District in the Unified Development Ordinance is not consistent with the Low-Density Residential land use classification recommended in the Land Use Plan.

The development proposal accompanying the rezoning request would restrict permitted uses to single family residences, which are appropriate in this area.

8. The use(s) requested are among those listed as an eligible permitted or conditional use in the general use district as included in the rezoning request.

The applicant is seeking for the following uses to be allowed in this Conditional Zoning District:

- Single-Family Detached Residential; this use is allowed in the RV District.

9. The design of the proposed Conditional Zoning (CZ) District use's minimization of adverse effects, including visual impact of the proposed use on adjacent lands; and avoidance of significant adverse impacts on surrounding lands regarding trash, traffic, service delivery, parking and loading, odors, noise, glare and vibration and not create a nuisance.

The applicant intends to work collaboratively with both Harrisburg town staff and the NC Department of Transportation in identifying and implementing roadway improvement measures on perimeter roadways intended to mitigate adverse transportation impacts associated with the proposed development. Currently two vehicular site access points are planned, one full-movement onto Blackwelder Road and one access point onto Aberdeen Way. A third access will be available when the property to the south is developed and a connection is established. The planned greenway will provide residents in the area greater bicycle and pedestrian mobility alternatives.

Landscaping buffers shown are adequate to meet the needs of the adjacent properties, and town staff is working with the applicant to identify any prospective tree save opportunities on the site that could be incorporated into the final planting plan.

10. The use limitations and conditions as proposed and/or imposed for the requested district can reasonably be implemented and enforced for the subject property.

The conditions proposed and imposed for this district can be reasonably implemented on this site.

11. When implemented the proposed and/or imposed use limitations and conditions will mitigate specific land development issues that would likely result if the subject property were zoned to accommodate all the uses and the minimum standards of the corresponding general zoning district. If any standards are proposed that are different from the underlying zoning district, the applicant must clearly demonstrate that the overall resultant project is greater than that which is typically allowed by the general district.

All proposed conditions recommended by staff are to bring the site into conformance with applicable local and state regulations. Staff recommended either the RM-1 or RL zoning classification with larger minimum lot sizes and possibly fewer lots to align with the HALUP recommended land use and corresponding zoning for the area. The applicant has acknowledged and would like to proceed without staff recommendation of approval.

12. The applicant has agreed to accept the use limitations and conditions as proposed and/or imposed for the requested district.

The applicant will need to agree to all conditions listed in this staff report. Any additional conditions placed on this property will need the acceptance of the applicant before a decision can be made on this application.

13. For an approval, the Board must adopt a consistency statement that the amendment being considered is either consistent or inconsistent with the adopted land use plan and that the Board considers the action to be reasonable and in the public interest.

Both the Planning Board and the Town Council will need to adopt a consistency statement when a recommendation or decision is made on this item.

APPROVAL WITH CONDITIONS:

The proposal is a conditional re-zoning request. Conditions may be imposed on the zoning action; staff recommends that the following conditions be placed on this project. Applicant agrees to the following:

1. Applicant agrees to obtain any and all applicable local, state, and federal permits required for development before any development activity can take place.
2. Applicant agrees to restrict primary cladding materials for all residential buildings to masonry or similar products; vinyl siding will not be used.
3. Applicant agrees that there will be no exposed concrete foundations and that siding and/or other material must extend to the ground level on all sides of the homes.

4. Applicant agrees to the mitigation/replacement of identified heritage trees if damaged during construction, in accordance with the Town of Harrisburg Unified Development Ordinance.
5. Applicant agrees to provide a minimum 8 foot landscape easement (4 feet on each side of the property line, existing tree save or newly planted) for residential lots sharing a rear property line.
6. Applicant agrees to dedicate a fee-in-lieu of Public Open Space dedication for the 2.00 acres of required Public Open Space, in the amount of \$38,065 per acre, for a total of \$76,130. All fee-in-lieu of dedications shall be made to the Town prior to final plat approval.
7. Applicant agrees to construct 10' wide paved greenway and dedicate 25' greenway easement as shown on the rezoning site plans.
8. All ponds shall be wet detention ponds with fountains. Ponds shall be designed such that there is a minimum depth of 10' over at least 25% of the permanent pool area.
9. Applicant agrees fence surrounding detention pond shall be vinyl 4-rail farm fence, preferably white.
10. Applicant agrees mailbox clusters shall meet ADA Standards at a minimum.
11. All streets should be to the Town of Harrisburg Engineering Design standards, alternate pavement schedule is not allowable. Roadways cross sections will be reviewed and approved at the construction document phase.

RECOMMENDATION:

Even with the conditions proposed, the rezoning request is not consistent with the Harrisburg Area Land Use Plan. Planning and Zoning Department staff is not making a recommendation of approval or denial at this time and is asking Planning and Zoning Board to consider rezoning request with conditions as presented.



R. Joe Harris & Associates, Inc.

1186 Stonecrest Blvd., Tega Cay, S.C. 29708
(803) 802-1799

January 23, 2020

Sushil Nepal, AICP – Director
Town of Harrisburg
Planning & Economic Development
4100 Main Street
Suite 102
Harrisburg, NC 28075

**RE: Blackwelder Subdivision
 Neighborhood Meeting Summary**

RJH Project #3329

Dear Mr. Nepal:

On January 23, 2020, the Town of Harrisburg conducted a neighborhood meeting for the referenced development. R. Joe Harris & Associates, presented a PowerPoint presentation which included an aerial image of the site, a copy of the conditional rezoning plan, an overlay of the proposed development and adjacent residential developments within a half of a mile of the site, and a development summary which outlined the size of the development tract, number of proposed lots, density, proposed open space, traffic impact study, and general lot dimensions, side yards, and buffers.

Following the presentation, R. Joe Harris & Associates opened up the floor for questions and discussion for the neighbors in attendance. Discussions included, desire to not see development on this track, questions regarding lots sizes, home sizes, price points, and traffic impacts.

Please feel free to reach out if you have any questions.

Sincerely,

R. JOE HARRIS & ASSOCIATES, INC.

Jonathan R. Murdock, PE
Asst. Engineering Manager

BLACKWELDER

CONDITIONAL REZONING – HARRISBURG, NC

SAMPLE HOUSE ELEVATIONS

**(ELEVATIONS ARE SUBMITTED AS EXAMPLES/SAMPLES OF THE TYPES OF HOMES TO BE BUILT WITHIN THE
BLACKWELDER COMMUNITY. FINAL ELEVATIONS AND STYLES MAY VARY, BUT MEET INTENT OF ILLUSTRATIVE
HOME STYLES SHOWN)**















R. Joe Harris & Associates, Inc.

1186 Stonecrest Blvd., Tega Cay, S.C. 29708
(803) 802-1799

April 27, 2021

Mr. Sushil Nepal
Town of Harrisburg
4100 Main Street, Suite 103
Harrisburg, NC 28075

**RE: BLACKWELDER SUBDIVISION
PUBLIC OPEN SPACE**

RJH Project #3329

Dear Mr. Nepal:

On behalf of the developer (South Fork Ventures, LLC), we would like to present payment in lieu of dedication of public opens space for the proposed single family subdivision on Blackwelder Road.

The proposed development will include 70 lots which would require 2.00 acres of public open space based on 1/35 acre per lot. The current assessed value of land (per acre) as taken from GIS is \$38,065.00. This value will be used to calculate the fees unless the sale price of the land yields a larger price per acre, in which case, the fee will be adjusted to reflect the sales price.

On behalf of South Fork Ventures, we request to provide mitigation payment at the time of platting:

Total fee to be paid = \$38,065.00/acre x 2.00 acres = \$76,130.00

The developer agrees to level/grade off the dedicated greenway easement to aid in establishing a natural surface multi-use path to be used by the homeowners as part of the construction of the project.

If you should have any questions or require any additional information, please feel free to contact us.

Sincerely,

R. JOE HARRIS & ASSOCIATES, INC.

Jonathan R. Murdock, PE
Assist. Engineering Manager



CERTIFICATE OF SUFFICIENCY

To the Town Council of the Town of Harrisburg of Harrisburg North Carolina:

I, Janet Rackley, Clerk, do hereby certify that I have investigated the petitions attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein, in accordance with G.S. 160A-31.

In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Harrisburg of Harrisburg, North Carolina, this 28th day of June 2021.




Janet Rackley, Clerk



**RESOLUTION FIXING DATE OF PUBLIC HEARING ON QUESTION
OF ANNEXATION PURSUANT TO G.S. 160A-31**

WHEREAS, a petition requesting annexation of the area described herein has been received; and

WHEREAS, the Town Council has by resolution directed the Town of Harrisburg Clerk to investigate the sufficiency of the petition; and

WHEREAS, certification by the Town Clerk as to sufficiency of the petition has been made;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Harrisburg, North Carolina that:

Section 1. A public hearing on the question of annexation of the area described herein will be held at Harrisburg Town Hall at 4100 Main Street, Harrisburg, North Carolina at 6:00 p.m. on September 13, 2021.

Section 2. The area proposed for annexation is described as follows:

Being located in Number 1 Township, Town of Harrisburg, Cabarrus County, North Carolina and being more particularly described as follows:

Tract #1 – TM #55183432930000

Being all that certain parcel of land, lying in Cabarrus County, North Carolina, and being recorded in Deed Book (DB) 8890 Page (PG) 155, Cabarrus County Register of Deeds, and being more particularly described as follows:

Beginning on a #4 rebar found on the south side of Hawick Commons Drive (variable width public right of way Map Book (MB) 31 PG 1), said point being the POINT OF BEGINNING (POB), thence, from the POB, S25°21'30"E for a distance of 177.88' to a #4 rebar, thence N64°39'25"E for a distance of 89.89' to a #4 rebar found, thence N64°37'47"E for a distance of 74.31' to a #4 rebar found, thence S32°52'48"E for a distance of 255.99' to a #4 rebar found, thence S59°48'09"W for a distance of 160.72' to a #4 rebar found, thence S30°12'45"E for a distance of 250.08' to a #4 rebar found, thence S76°06'14"W for a distance of 168.14' to a 5/8" pipe found on the right of way of Blackwelder Road (SR #1307 variable width public right of way MB 31 PG 1), thence S76°06'14"W for a distance of 31.28' to a point in the center of said road, thence, with the center of said road, N29°22'27"W for a distance of 477.98' to a point, thence leaving said road, N64°36'22"E for a distance of 30.04' to a point on the aforementioned right of way of Blackwelder Road, thence, along said right of way, N29°19'45"W for a distance of 123.21' to a #4 rebar found at the intersection of said right of way and the right of way of Hawick Common Drive, said point on the beginning of a non-tangential curve, said curve turning to the right through an angle of 83°17'25", having a radius of 30.00', and whose long chord bears N12°16'16"E for a distance of 39.87' to a #5 rebar set, thence N53°56'58"E for a distance of 126.54' to the POB, containing 3.626 acres, more or less.

Tract 2- TM# 55184487900000

Being all that certain parcel of land, lying in Cabarrus County, North Carolina, and being recorded in Deed Book (DB) 8890 Page (PG) 159, Cabarrus County Register of Deeds, and being more particularly described as follows:

Beginning at a #4 rebar found in the common open space of the Hawick Commons subdivision (Map Book (MB) 31 Page (PG) 1), said point being the POINT OF BEGINNING (POB), thence N64°36'16"E for a distance of 499.72' to a #5 rebar set, thence N64°36'06"E for a distance of 440.23' to a #5 rebar found, thence N70°32'30"E for a distance of 410.90' to a #5 rebar found, thence N70°30'41"E for a distance of 462.93' to a bent #5 rebar found on the right of way of Aberdeen Way (50' public right of way MB 32 PG82), thence, with said right of way, N70°53'30"E for a distance of 49.41' to a #4 rebar found, thence, leaving said right of way, N70°32'15"E for a distance of 547.44' to a #5 rebar set, thence N70°32'15"E for a distance of 149.98' to a point in the center of Coddle Creek, thence with the center of said creek the following 9 calls, 1)S38°45'59"W for a distance of 48.72' to a point 2)S23°38'20"W for a distance of 48.82' to a point 3)S06°42'45"E for a distance of 76.71' to a point 4)S09°19'33"E for a distance of 82.68' to a point 5)S25°15'30"E for a distance of 23.83' to a point 6)S18°10'46"E for a distance of 145.62' to a point 7)S50°35'33"E for a distance of 170.83' to a point 8)S39°24'44"E for a distance of 152.95' to a point 9)S41°20'03"E for a distance of 218.99' to a point, thence, leaving said creek, S75°57'54"W for a distance of 40.03' to a #5 rebar set, thence S75°57'28"W for a distance of 1,083.63' to a #5 rebar set, thence N21°30'34"W for a distance of 241.12' to a #4 rebar found, thence S77°12'27"W for a distance of 1,019.65' to a #4 rebar found, thence S27°30'33"E for a distance of 59.98' to a 5/8" pipe found, thence S62°31'39"W for a distance of 228.11' to a #4 rebar found, thence S14°15'23"E for a distance of 90.03' to a #4 rebar found, thence S14°02'07"E for a distance of 60.10' to a large nail found, thence S75°59'14"W for a distance of 314.12' to a #4 rebar found, thence S75°55'27"W for a distance of 38.53' to a #4 rebar found, thence N30°12'45"W for a distance of 250.08' to a #4 rebar found, thence N59°48'09"E for a distance of 160.72' to a #4 rebar found, thence N32°52'48"W for a distance of 255.99' to the POB, containing 35.692 acres, more or less.

Section 3. Notice of the public hearing shall be published in the Independent Tribune, a newspaper having general circulation in the Town of Harrisburg, at least ten (10) days prior to the date of the public hearing.

Steven J. Sciascia, Mayor

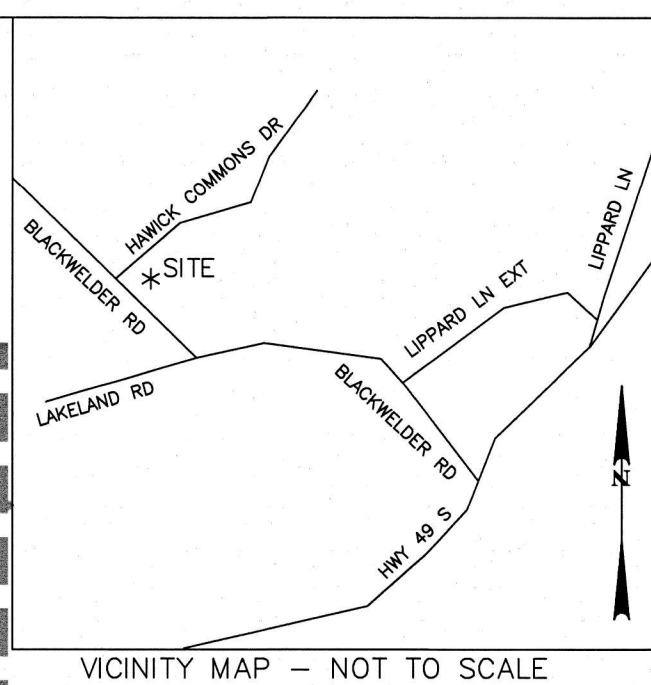
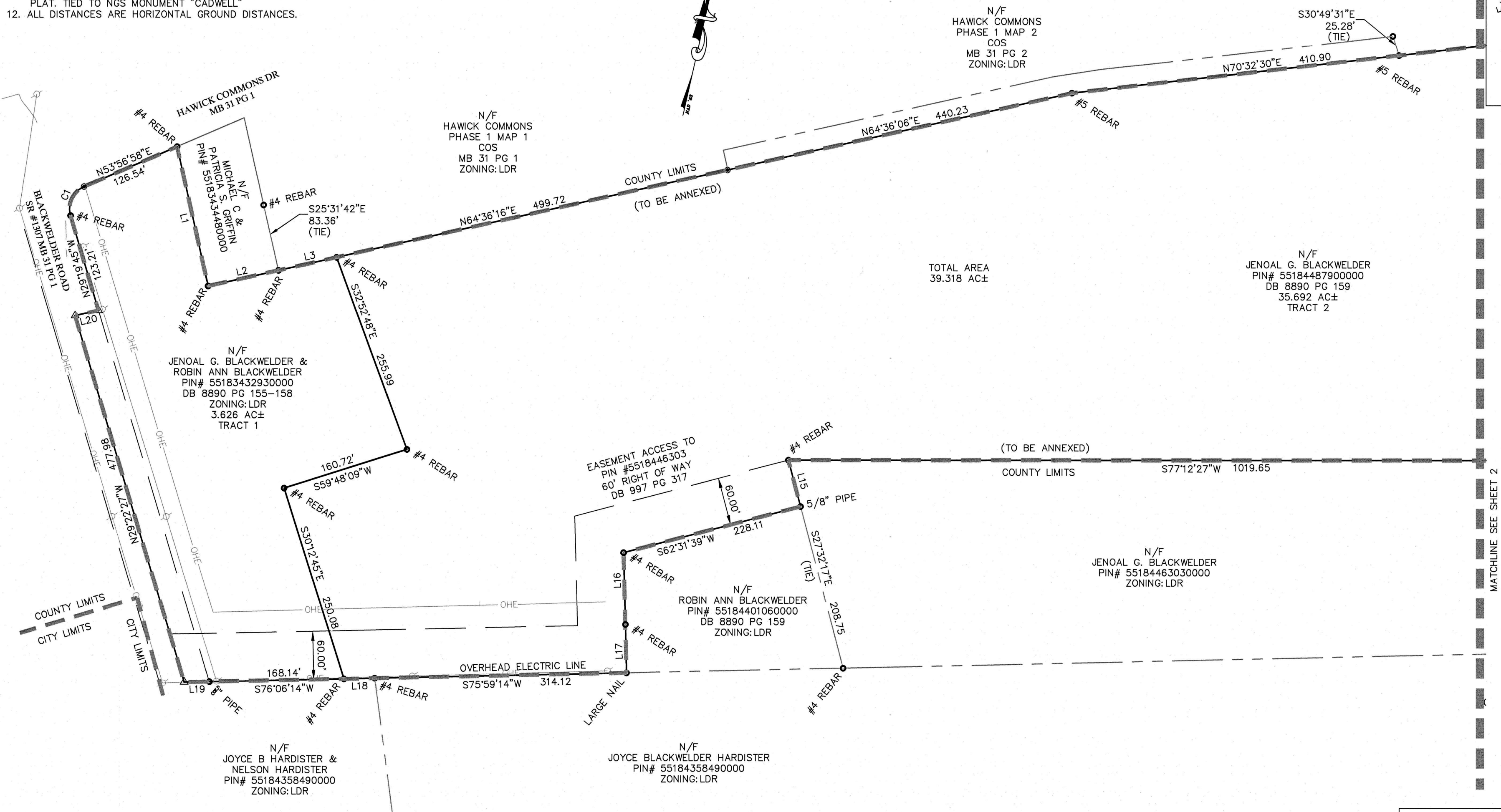
ATTEST:

Janet Rackley, Town Clerk

NOTES:

1. THIS SURVEY IS OF EXISTING PARCEL OR PARCELS OF LAND.
2. THIS IS NOT AN ALTA/NSPS SURVEY.
3. THE PARCEL ID# IS 55183432930000, & 55184487900000.
4. THIS PROPERTY IS ZONED LDR
5. ACREAGE OF THIS PLAT: 39.318
6. TOTAL NUMBER OF LOTS: 2
7. AREA COMPUTED BY COORDINATE METHOD.
8. DASHED LINES INDICATE LINES NOT SURVEYED.
9. #5 REBAR SET AT ALL PROPERTY CORNERS UNLESS OTHERWISE NOTED
10. UNADJUSTED RATION OF PRECISION IS +1:10,000
11. SITE HAS BEEN TIED TO NC GRID COORDINATE SYSTEM AS REFERENCED ON PLAT, TIED TO NGS MONUMENT "CADWELL"
12. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.

ANNEXATION TABULATION TABLE
PIN# 55183432930000 - 3.626 AC±
PIN# 55184487900000 - 35.692 AC±
TOTAL AREA TO BE ANNEXED - 39.318 AC±



Line Table		
Line #	Length	Direction
L1	177.88	S25°21'30"E
L2	89.89	N64°39'25"E
L3	74.31	N64°37'47"E
L4	49.41	N70°53'30"E
L5	48.72	S38°45'59"W
L6	48.82	S23°38'20"W
L7	76.71	S6°42'45"E
L8	82.68	S9°19'33"E
L9	23.83	S25°15'30"E
L10	145.62	S18°10'46"E
L11	170.83	S50°35'33"E
L12	152.95	S39°24'44"E
L13	218.99	S41°20'03"E
L14	40.03	S75°57'54"W
L15	59.98	S27°30'33"E
L16	90.03	S14°15'23"E
L17	60.10	S14°02'07"E
L18	38.53	S75°55'27"W
L19	31.28	S76°06'14"W
L20	30.04	N64°36'22"E

Curve Table					
Curve #	Length	Radius	Chord	Bearing	Delta
C1	43.61	30.00	39.87	N12°16'16"E	83°17'25"

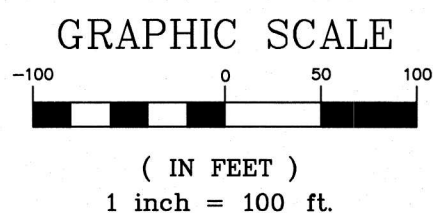
I HAVE EXAMINED THE FLOOD INSURANCE RATE MAPS FOR MECKLENBURG COUNTY, NORTH CAROLINA, COMMUNITY PANEL NUMBERS 3710551800K DATED NOVEMBER 16, 2018 AND HEREBY CERTIFY THAT THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

STATE OF NORTH CAROLINA
COUNTY OF CABARRUS

I, _____ REVIEW OFFICER OF CABARRUS COUNTY, CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

DATE _____ REVIEW OFFICER _____

I, BRYAN P. LACKEY, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK 8810, PAGE 151); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM THE INFORMATION FOUND IN BOOK 8810, PAGE 151; THAT THE RATIO OF PRECISION AS CALCULATED IS $\pm 1:10,000$; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS A MENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 4 DAY OF AUGUST, 2021.



REFERENCES
DB 8890 PG 159-164
DB 8890 PG 155-158

LEGEND:
● - IRON PIPE SET (#5 REBAR)
● - IRON FOUND AS NOTED
△ - COMPUTED POINT, NGS MONUMENT
R/W - RIGHT-OF-WAY

ANNEXATION PLAT
BLACKWELDER
NO. 2 TOWNSHIP, CABARRUS COUNTY, NC
PARCEL ID #55183432930000, & 55184487900000,
SURVEYED FOR: SOUTH FORK VENTURES

CURRENT OWNER:
JENOAL G. BLACKWELDER &
ROBIN ANN BLACKWELDER
5127 BLACKWELDER RD
CONCORD NC 28027

R. Joe Harris & Associates, Inc.

Engineering & Land Surveying
1186 STONECREST BLVD, TEGA CAY, SC, 29708
Phone: (803) 802-1799



3329
JOB NO.
8-4-21
DATE
RJH & ASSOC

1"=100'
SCALE

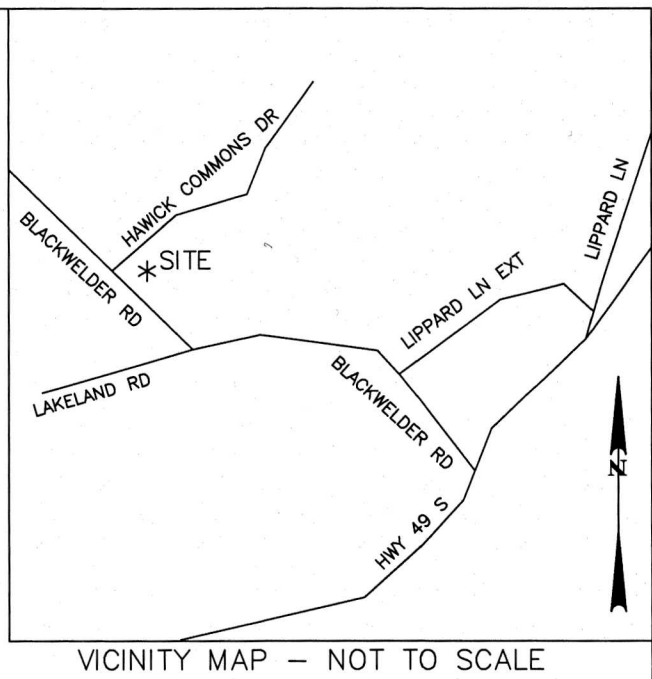
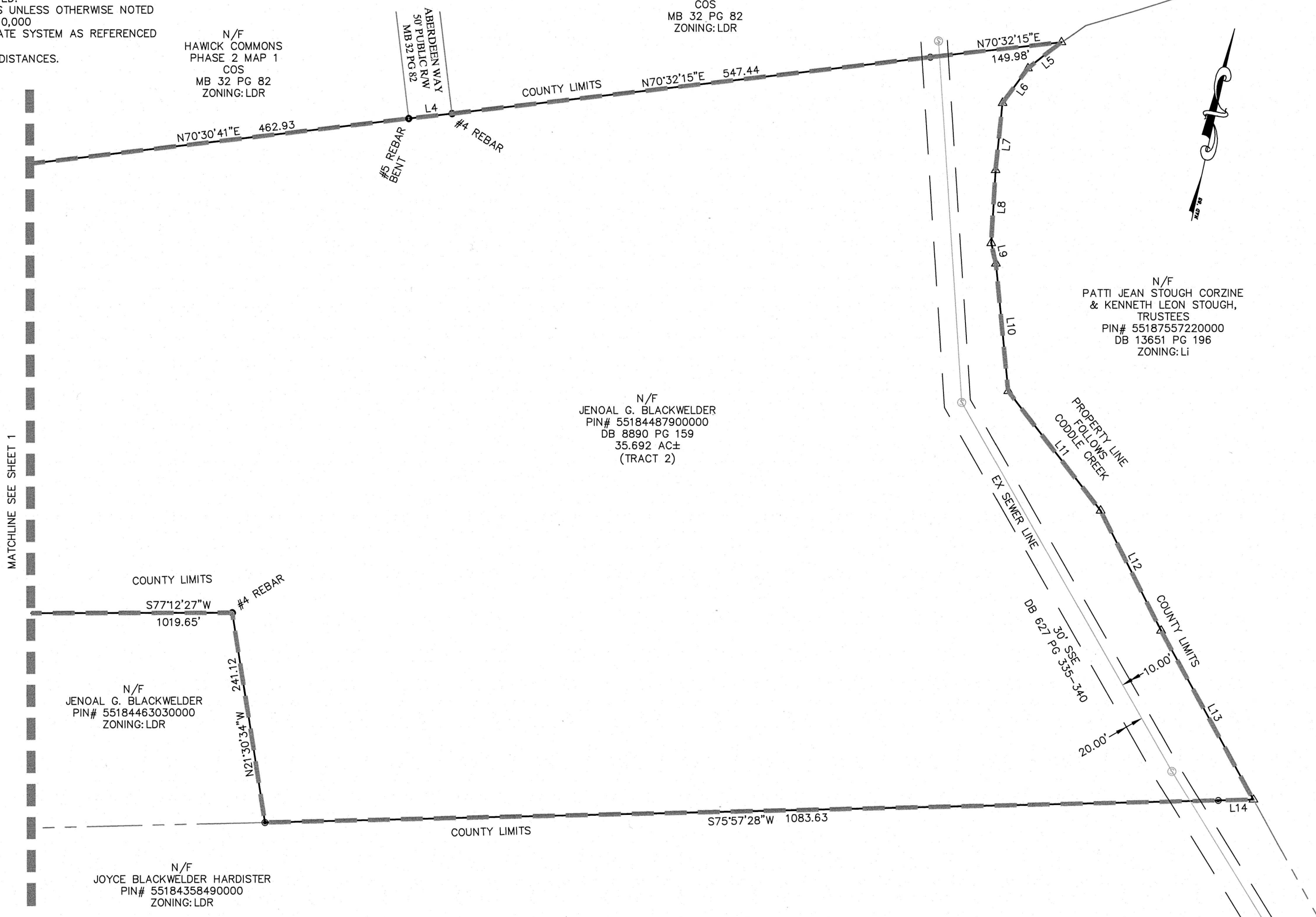
PREPARED BY
DC

CHECKED BY
BPL

SHEET 1 OF 2

NOTES:

1. THIS SURVEY IS OF EXISTING PARCEL OR PARCELS OF LAND.
2. THIS IS NOT AN ALTA/NSPS SURVEY.
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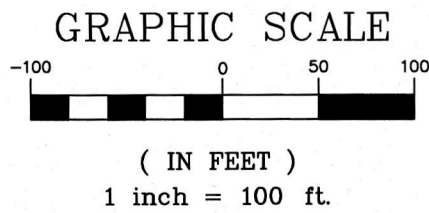
I HAVE EXAMINED THE FLOOD INSURANCE RATE MAPS FOR MECKLENBURG COUNTY, NORTH CAROLINA, COMMUNITY PANEL NUMBERS 3710551800K DATED NOVEMBER 16, 2018 AND HEREBY CERTIFY THAT THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

STATE OF NORTH CAROLINA
COUNTY OF CABARRUS

I, _____ REVIEW OFFICER OF CABARRUS COUNTY,
CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED
MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

DATE _____ REVIEW OFFICER _____

I, BRYAN P. LACKEY, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK 8890, PAGE 151); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM THE INFORMATION FOUND IN BOOK 8890, PAGE 151; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS A MENDE. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 4 DAY OF August, 2021.



REFERENCES
DB 8890 PG 159-164
DB 8890 PG 155-158

LEGEND:
● - IRON PIPE SET (#5 REBAR)
● - IRON FOUND AS NOTED
△ - COMPUTED POINT, NGS MONUMENT
R/W - RIGHT-OF-WAY

SEE SHEET 1 FOR LINE AND CURVE TABLES

**ANNEXATION PLAT
BLACKWELDER**
NO. 2 TOWNSHIP, CABARRUS COUNTY, NC
PARCEL ID #55183432930000, & 55184487900000
SURVEYED FOR: SOUTH FORK VENTURES

CURRENT OWNER:
JENOAL G. BLACKWELDER &
ROBIN ANN BLACKWELDER
5127 BLACKWELDER RD
CONCORD NC 28027

R. Joe Harris & Associates, Inc.
Engineering & Land Surveying
1186 STONECREST BLVD, TEGA CAY, SC, 29708
Phone: (803) 802-1799



3329
JOB NO.
8-4-21
DATE
RJH & ASSOC

1"=100'
SCALE

PREPARED BY
DC

CHECKED BY
BPL

SHEET 2 OF 2



PETITION REQUESTING ANNEXATION

DATE: November 14, 2019

TO THE TOWN COUNCIL OF THE TOWN OF HARRISBURG

1. We the undersigned owners of real property respectfully request that the area described in paragraph 2 below be annexed to the Town of Harrisburg.

2. The area to be annexed is:

☒ CONTIGUOUS

☐ NON-CONTIGUOUS

to the Town of Harrisburg and the boundaries of such territory are:

☒ ATTACHED

☐ DESCRIBED AS FOLLOWS:

3. A sealed survey is attached showing the area proposed for annexation in relation to the primary corporate limits of the Town of Harrisburg.

4. SIGNATURE OF OWNERS

NAME

ADDRESS

Robin Blackwelder

5127 Blackwelder Road

Concord, NC 28025

Jenaoal Blackwelder

5127 Blackwelder Road

Concord, NC 28025



TOWN OF HARRISBURG

Agenda Item Details

Title:

Public Hearing to consider the Conditional Rezoning, Zoning Map Amendment and Annexation for McKinley Residential Subdivision off of Lower Rocky River Rd (H2020-07 (R)).

Presenting Personnel:

Sushil Nepal, Planning & Economic Development Director

Suggested Motion or Action:

Hold Public Hearing on the Annexation and Conditional Rezoning request from Countryside Residential (CR) in the County to Conditional Residential Village (CZ-RV), as requested by the applicant for the related property in application H-2020-07 (R).

Town Council will NOT vote on this rezoning and annexation at this meeting.

Description/Background:

Timmons Group, on behalf of the the property owners of parcels 5526-14-5424 and 5526-21-2487 has submitted a request to rezone approximately 193.12 acres of land located on the western side of Lower Rocky River Road near the intersection of Pioneer Mill Road. The applicant proposes to develop a single-family subdivision with 162 detached units, with a combination of 80' wide lots (138) and 100' wide lots (24) and minimum lot sizes of 1/3rd acre. To achieve this, the applicant is requesting that the property be rezoned from County CR (Countryside Residential) to CZ-RL (Conditional Zoning Residential Low Density) utilizing Conservation Subdivision guidelines. The proposed gross density of the site is 0.85 dwelling units per acre.

The property is in the County, applicant has also submitted a Petition requesting Annexation for the subject property which is contiguous to the current Town of Harrisburg corporate limits. A Town Council public hearing will be held to take action on the rezoning and annexation at the same time.

A staff report is attached for more information and a site plan is submitted for your consideration. If approved, staff will continue reviewing the site plan in accordance with our Unified Development Ordinance (UDO) during the subsequent Preliminary Plat and Construction Document (CDs) reviews. Staff is recommending approval of the rezoning request with conditions included in the staff report.

Staff is recommending holding a Public Hearing on the annexation and rezoning request. Final action on the annexation and rezoning will be taken at the October 11th meeting.

Recommendation:

With the conditions proposed, the rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP) and the Unified Development Ordinance (UDO). Planning and Zoning Board recommended approval at their July meeting. Planning and Zoning Department staff recommends holding a Public Hearing on the annexation and rezoning request

Fiscal Impact:

None.

Attachments:

1. H2020_07-R_Conditional Rezoning Application
2. H2020_07-R_Site Map
3. H_2020_07_R Staff Report TC
4. H2020_07-R_Rezoning Site Plan
5. H2020_07-R_Home Elevations
6. H2020_07-R_Env Feature Assessment
7. H2020_07-R_Neighborhood Meeting Summary
8. H2020_07-R_TIA Report
9. Annexation Application_06-29-2021_Signed
10. Resolution Fixing Date of Public Hearing - Lower Rocky River Road
11. Certificate of Sufficiency
12. Annexation Plat



APPLICATION FOR CONDITIONAL REZONING

Applications for a Conditional District must be accompanied by an application for a Zoning Map Amendment.

1. Please submit fifteen (15) copies of a complete development plan in conformance with Appendix B, Section B-4 of the UDO (all conditional rezoning applications shall include a site specific development plan which, if approved, shall be binding on the property in question). If approved, a zoning site plan review and approval will be required to receive a zoning compliance permit. For specific requirements, please see the form entitled “Site Plan Requirements”.
2. Please list the specific permitted land use(s) that you are proposing. Land use(s) shall be chosen from Article 4.6 in the Harrisburg UDO titled “Use Regulations” and shall correspond to the Zoning District requested.

Single Family Detached with Amenity

3. Please list any specific conditions that you would be willing to impose as part of this application (example: no outside storage permitted on-site, increased buffer width, etc.).

Single Family Detached Lots

Front Setback: 25', Side Setback: 10', Rear Setback: 40', Corner Setback: 25'

Reduction of lot size from 20,000sf to 14,520sf

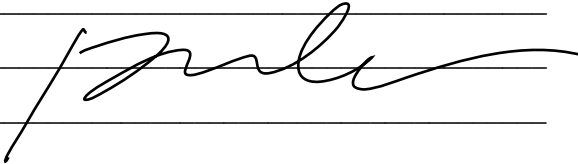


Owner Information

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner. In addition, it is understood and acknowledged that if the property is rezoned as requested, the property involved in this request will be perpetually bound by the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended through the rezoning process. It is further understood and acknowledged that it is the responsibility of the petitioner to file the development plan in the Cabarrus County Register of Deeds Office as a deed restriction upon the subject property.

If, after two years from the date of approval substantial construction has not begun, the property in question may revert to its prior zoning designation after a public hearing is held in compliance with the required procedure for a zoning map amendment.

I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

Property Owner	<u>Bethesda Association LLC</u>	<u>Rocky Investments LLC</u>
Address	<u>600 Park Offices Drive</u>	<u>205 Iveyshaw Road</u>
	<u>Durham, North Carolina 27709</u>	<u>Cary, North Carolina 27519</u>
Phone	<u>919-815-9987</u>	
Fax	<u></u>	
Signature	<u></u>	

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.

OFFICIAL USE ONLY:

Petition Number: _____

Date Filed: _____

Received By: _____



APPLICATION FOR ZONING MAP AMENDMENT

The following steps are required in order for your application to be considered complete.

Incomplete applications will be returned to the applicant and will not be processed.

1. Schedule a pre-application meeting with staff.
2. Submit a completed application for an amendment to the official zoning map. All applications must include:
 - a. A list of all adjacent property owners (include owner name, address, and Parcel Identification Number)
 - b. A recent survey or legal description of the property or area to be rezoned
 - c. A copy of the letter, minutes, and the sign-up sheet from the Neighborhood Meeting
 - d. Copies of the Traffic Impact Analysis (TIA), proposed site plan, landscape plan, and proposed building elevations (applicability determined at pre-application meeting with staff)
3. Submit cash, checks, or money orders made payable to the Town of Harrisburg for all fees listed in the pre-application checklist.

Overview of the Rezoning Process:

1. Hold a pre-application meeting with staff to discuss your rezoning request and the map amendment process.
2. Hold a **neighborhood meeting** with the adjacent property owners. All adjacent property owners must be contacted and given an opportunity to meet with the applicant at a meeting established at a reasonable time. No member of the Town decision-making entity may participate in this meeting.
3. Submit a Zoning Map Amendment application to the Town of Harrisburg Planning Department. All applications must be submitted by the third Tuesday of the Month to go before the Planning and Zoning Board on the following month. NOTE: If the request is a Conditional Zoning request, complete and submit, with this application, a Conditional Rezoning Application.
4. Planning staff will review your application and subsequent information, prepare a staff report for the Board and take your request to the Planning and Zoning Board for a recommendation to the Town Council. Planning Board meetings are held on the third Tuesday of every month at 7:00 PM.
5. Once the Planning and Zoning Board has made a recommendation, staff will notify the adjacent property owners of the public hearing, post a sign on the property, and place announcements of the hearing in the local newspaper.
6. Town Council meetings are held on the second Monday of every month at 7:00 PM. At this meeting the Council will hold a public hearing and may vote on your request. Meetings are held at the Harrisburg Town Hall located at 4100 Main Street, Suite 101.

Questions: Contact the Town of Harrisburg Planning Department with any questions regarding rezonings in the Town of Harrisburg. Staff can be reached at 704-455-0709.



Subject Property Information

1. Street Address ① 1507 Burlwood Road
 ② 9820 Lower Rocky River Road
2. PIN(s) (10 digit#) ① 5526 -- 212 -- 487 ; ② 5526 -- 145 -- 424
3. Deed Reference Book ① 06749 Page 0219
 ② 06749 0203
4. Township # 1

Description of Subject Property

5. Size (square feet or acreage) 193.62± acres
6. Street Frontage (feet) 728± feet
7. Current Land Use Vacant

8. Surrounding Land Use and Zoning Classification

North: Zoning CR Land Use Single Family

South: Zoning CR Land Use Single Family

East: Zoning CR Land Use Single Family

West: Zoning CR Land Use Single Family

9. Request to Change Zoning From CR to CZ-RL Conservation Subdivision

10. Is this a request for a Conditional Rezoning? YES NO

(If YES, you must also submit an application for a Conditional Rezoning)

11. Purpose for Request: Rezoned to CZ-RL conservation subdivision to allow for up to 140 82' 1/3-acre lots
and up to 22 100' 1-acre lots, with an amenity lot

Front Setback: 25', Side setback: 10', Rear Setback: 40', Corner Setback: 25'



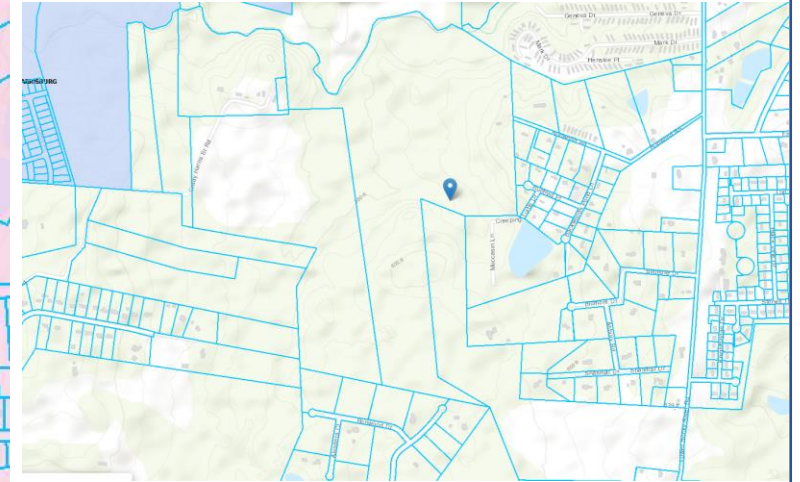
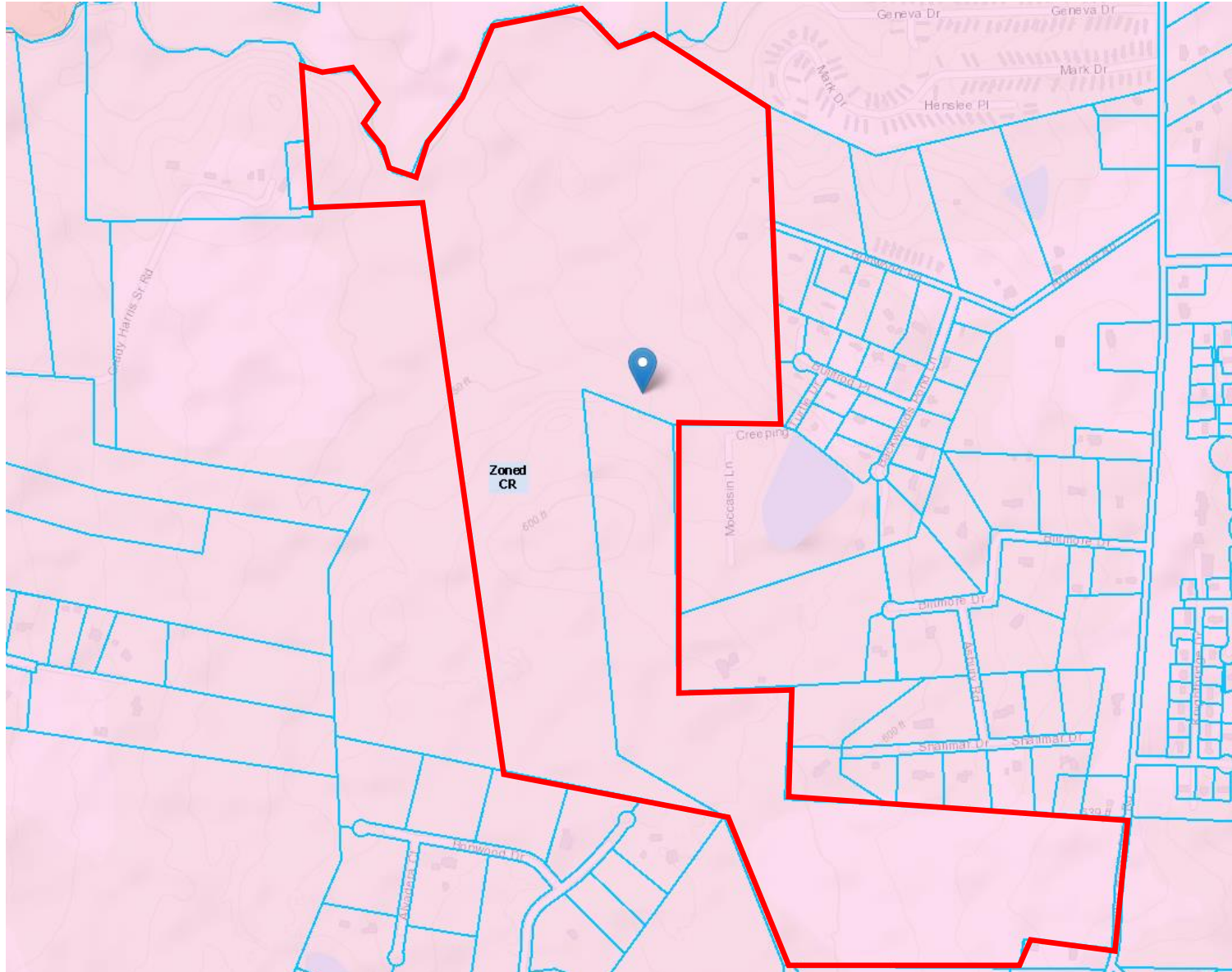
Owner/Agent/Applicant Information

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner.

I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

12. Property Owner	Bethesda Association LLC	Rocky Investments LLC
Address	600 Park Offices Drive Durham, North Carolina 27709	205 Iveyshaw Road Cary, NC 27519
Phone	919-815-9987	919-815-9987
Fax		
Email:	steve@thescgrp.com	steve@thescgrp.com
Signature		
13. Agent (if any)		
Address		
Phone		
Fax		
Email		
Signature		
14. Applicant (if any)	The CSC Group	
Address	600 Park Offices Drive Durham North Carolina 27709	
Phone	919-815-9987	
Fax		
Email	Steve@thescgrp.com	
Signature		

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.



H2020-07(R) Rezoning and Annexation Request

Parcel Identification Number:
5526-14-5424, 5526-21-2487

Applicant: Timmons Group
Current Zoning: Countryside Residential (CR), County
Requested Rezoning: Conditional Residential Low Density (CZ-RL)

Map Created: July 2021





Town of Harrisburg
Planning and Economic Development Department
Rezoning Staff Report

DATE: August 30, 2021

SUBJECT: McKinley Subdivision

Request H-2020-07-(R): To rezone approximately 193.12 acres from County CR (Countryside Residential) to CZ-RL (Conditional Zoning Residential Low Density) Conservation Subdivision.

Location: The subject properties are located on the western side of Lower Rocky River Road near the intersection of Pioneer Mill Road (PIN 5526-14-5424 and 5526-21-2487)

Applicant: Timmons Group (Chris Todd)

Staff Report Prepared by: Craig Thomas, Senior Planner
Planning and Economic Development Dept.

Neighborhood Meeting: Held February 18, 2021

BACKGROUND:

Area: ±193.121 acres Total

Existing Land Use: Vacant/Single-Family Residential

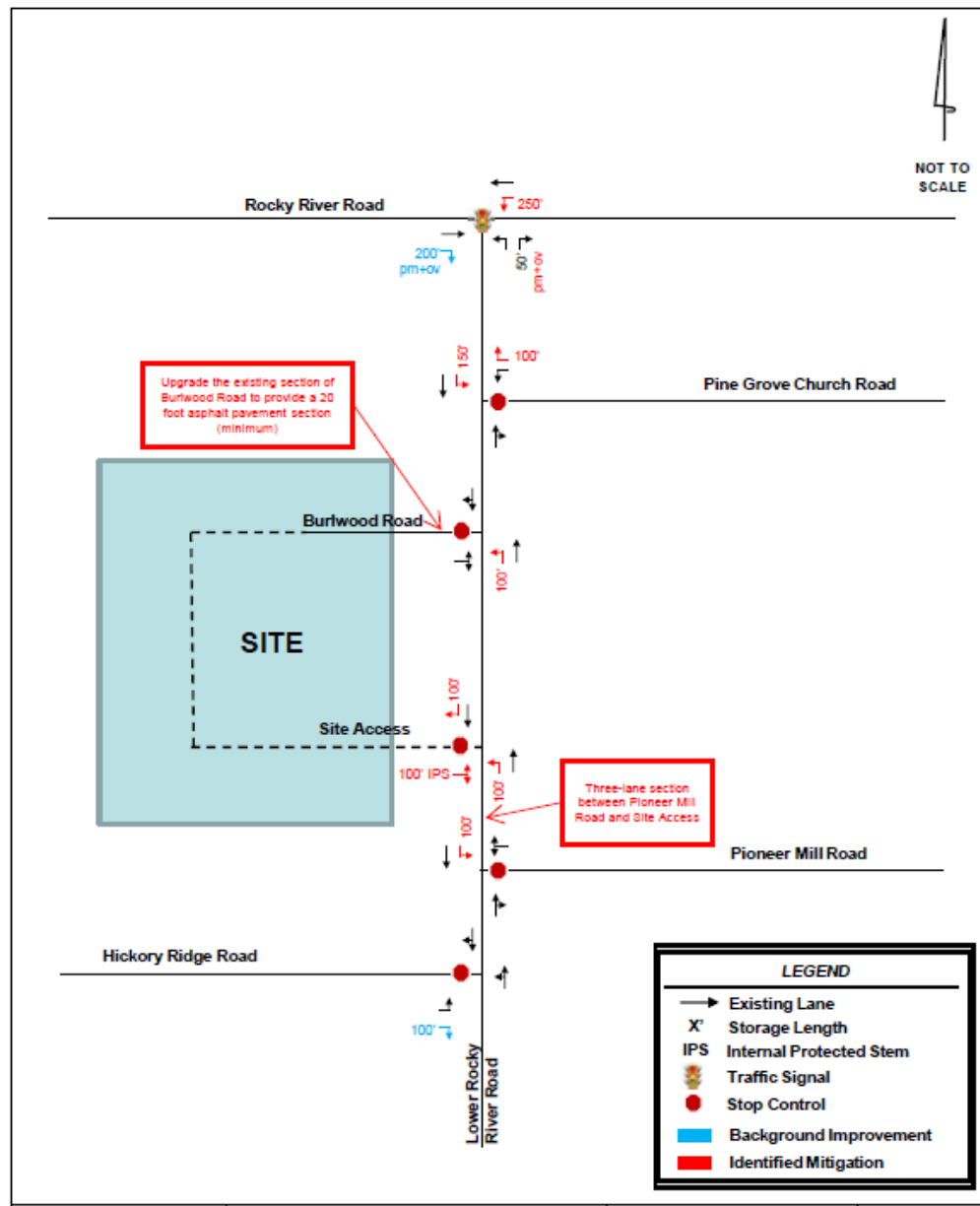
Zoning within 500 feet: North - Countryside Residential (CR), Cabarrus County
South - Countryside Residential (CR), County
East - Countryside Residential (CR), County
West - Countryside Residential (CR), County

Land Uses within 500 feet: North - Single-family Residential, County
South - Single-family Residential, County
East - Single-family Residential, County
West - Single-family Residential, County

APPLICATION SUMMARY:

- The applicant proposes to develop a single-family subdivision with 162 detached units, with a combination of 80' wide lots (138) and 100' wide lots (24) and minimum lot sizes of 1/3rd acre. To achieve this, the applicant is requesting that the property be annexed and rezoned from County CR (Countryside Residential) to CZ-RL (Conditional Zoning Residential Low Density) utilizing Conservation Design guidelines.
- The proposed density of the site is 0.85 dwelling units per acre, the RL district has a maximum density of 2 dwelling units per acre but upon approval of this rezoning, the density will be capped at 0.85 units/acre and the site plan will be attached with the land.
- The applicant is dedicating 4.10 acres of active open space as part of preserved 58 acres overall open space required for Conservation Subdivision. A greenway will be built along the adopted Reedy Creek greenway alignment and \$15,016.49 will be paid towards public open space.
- As a conditional zoning request, the applicant has submitted a site plan along with the request for rezoning, which is attached for your consideration.
- The property is in the County, applicant has also submitted a Petition requesting Annexation for the subject property which is non-contiguous to the current Town of Harrisburg corporate limits.
- The applicant agrees to install the following road improvements per the Traffic Impact Analysis (TIA) completed for the project (see map on the following page):
 - **Lower Rocky River Road and Rocky River Road:**
 - Implementation of permitted-overlap phasing on the northbound right-turn lane.
 - Construction of westbound left-turn lane along Rocky River Road with minimum of 250 feet storage.
 - **Lower Rocky River Road and Pine Grove Church Road:**
 - Construction of westbound right-turn lane along Pine Grove Church Road with minimum of 100 feet storage.
 - Construction of southbound left-turn lane along Lower Rocky River Road with a minimum of 150 feet of storage.
 - **Lower Rocky River Road and Burlwood Road:**
 - Construction of northbound left-turn lane along Lower Rocky River Road with minimum of 100 feet storage.
 - Upgrade the existing section of Burlwood Road to provide a 20 foot asphalt pavement section (minimum).
 - **Lower Rocky River Road and Pioneer Mill Road:**
 - Construction of southbound left-turn lane along Lower Rocky River Road with minimum of 100 feet storage.

- Construction of three-lane section along Lower Rocky River Road between Pioneer Mill Road and the Site Access
- **Lower Rocky River Road and Site Access:**
 - Construction of eastbound approach with one ingress lane and an internal protected stem of 100 feet.
 - Construction of southbound right-turn lane along Lower Rocky River Road with a minimum storage of 100 feet.
 - Construction of northbound left-turn lane along Lower Rocky River Road with minimum of 100 feet storage.
 - Construction of a three-lane section along Lower Rocky River Road between Pioneer Mill Road and Site Access.



APPROVAL CRITERIA:

1. The size of the tract in question;

The subject property is approximately 193.12 acres in size.

2. Whether the proposal conforms with and is in furtherance of the implementation of the goals and policies of the Comprehensive Plan, other adopted plans, and the goals, objectives and policies of the Ordinance;

Per the Unified Development Ordinance, the intent of the proposed district depicted on the submitted site plan is as follows:

***RL:** The RL district is established to provide areas for low density single family uses, with a maximum of two units per acre, and may provide a buffer between agriculture uses and higher density areas of Town. It includes flexible density and minimum lot size requirements in order to allow for market and design flexibility while preserving the neighborhood character and preserve environmentally sensitive areas.*

Per the Harrisburg Area Land Use Plan, the subject property is located in an area designated on the future land use map as **Low Density Residential**. The description of Low Density Residential is as follows:

“This area is characterized by low- to medium-density residential development (up to 3 dwelling units per acre). Single-family detached homes are complemented by natural areas as well as formal and informal open space amenities. Conservation design, which includes more open space in exchange for small minimum lot sizes, may be recommended in locations with sensitive natural resources.”

Based on the description of the Low Density Residential land use classification and the proposed density, the proposed project would meet the intent that has been set for this area in the Land Use Plan.

With regard to the overall goals of the Land Use Plan, **recommendation LU-3** states that the Town should “Balance Development and Conservation Interests” to incentivize conservation design. The proposed development preserves 58 acres of open space and wetlands while providing a greenway and walking trails throughout the neighborhood.

Recommendation LU-7 of the Plan recommends consistency between the Town’s zoning regulations and the adopted Future Land Use Map. A table included as part of this goal establishes the “appropriate” zoning districts to use when making zoning decisions based on the Future Land Use Map. The map, as previously stated, designates this area as Low Density Residential. The table indicates that the RL district is appropriate for this land use classification.

The HALUP identified a potential environmentally significant area on the site, **Reedy Creek Knoll and Beaver Pond**. The site was surveyed to check against any sensitive features and concluded that the conditions of site have changed over time and that the

previously designated area is no longer of significance requiring preservation. Report is attached in the packet.

3. The benefits or detriments for the owner, neighbors and surrounding community;

The benefits to the owner of the property would be that single-family residential development at the proposed density of 0.85 dwelling units per acre could be achieved under the proposed zoning and annexation allows to tap into town offered services.

As with most developments, the addition of residential units increase trip generations. Certain intersection improvements and road widening have been required as part of the Traffic Impact Analysis as a means to mitigate and minimize the impact of additional trip generations in the area associated with this development.

4. Whether the proposed request is in compliance with the adequate public facilities criteria;

a. Utilities:

Sewer is available along the back of the property on Reedy Creek, Water will need to be extended to the site. Any utility line extensions or upgrades necessary to serve this development will be the responsibility of the developer.

b. Transportation:

A TIA was completed based on the size of the development and the anticipated amount of traffic generated by the project. All traffic improvements are detailed and depicted on a map in the Application Summary (above) and will be completed and delivered by the proposed project, as per that TIA.

c. Safety and Sanitation Services:

Adequate police, fire, and sanitation services are available for the proposed use, and will be provided upon annexation.

d. Schools:

Per Cabarrus County, the APF Ordinance for schools is currently not being enforced after a ruling by the NC Supreme Court. However, Cabarrus County Schools does still review the capacity of the K-12 schools that this development will feed into and provides future capacity numbers based on the units proposed. For this site, Cabarrus County has provided the following information:

Current Capacity:

Elementary (Patriots ES)	<u>113%</u>
Middle (CC Griffin MS) -	<u>88%</u>
High (Hickory Ridge HS) -	<u>111%</u>

Future Capacity Based on Unbuilt Lots and Including this Request:

Elementary (Patriots ES)	<u>121%</u>
Middle (CC Griffin MS) -	<u>90%</u>
High (Hickory Ridge HS) -	<u>113%</u>

As per Cabarrus County School, the Single-family homes in this development will generate upon full buildout an additional 63 elementary students, 32 middle school students, and 42 high school students.

5. The relationship of the uses envisioned under the new zoning and the uses currently present in adjacent tracts. The Commission shall consider the following:

- a. Whether the proposed zoning is compatible with the surrounding area or whether there will be adverse impacts on the capacity or safety of the portion of street network influenced by the rezoning, parking problems, or environmental impacts that the new use will generate such as excessive storm water runoff, water, air or noise pollution, excessive nighttime lighting or other nuisances;**

The proposed single-family development and density of the proposed development (0.85 dwelling units per acre) is compatible with surrounding land uses.

- b. Any change of character in the area due to installation of public facilities, other zoning changes, new growth changes, deterioration, and development;**

Like all other development activity in this area, the development of this land would convert former vacant land into residential neighborhoods, while preserving appropriate area for open space.

- c. The zoning districts and existing land uses of the surrounding properties;**

The areas around this property are generally zoned for low to medium density residential use. Existing land use patterns in the area typically consist of low density residential neighborhoods and vacant forested land and land previously used for agricultural purposes.

- d. Whether the subject property is suitable for the uses to which it has been restricted under the existing zoning classification;**

The property is suitable for the uses which it has been restricted to under the existing zoning classification.

- e. Whether the rezoning is compatible with the adjacent neighborhood, especially concerning neighborhood stability and character;**

As previously mentioned, the specific use of the property, single family detached homes, is consistent with surrounding neighborhoods and aligns with Harrisburg Area Land Use Plan (HALUP).

- f. The length of time the subject property has remained vacant as zoned (if applicable);**

This property has been vacant.

- g. Whether there is an adequate supply of land available in the subject area and the surrounding community to accommodate the zoning and community needs;**

Land supply is not a direct issue in this area.

- 6. Whether the existing zoning was in error at the time of adoption.**

The existing zoning was not in error at the time of adoption.

Furthermore, as a Conditional Zoning request, the Board must consider the following criteria:

- 7. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and consistency with the purposes, goals, objectives, and policies of the current Land Use Plan.**

The rezoning application to RL district to the property, with the proposed density limitation, is consistent with the density and lot size standards established for the base RL Zoning District in the Unified Development Ordinance and Low Density Residential land use classification in the Land Use Plan.

The development proposal accompanying the rezoning request would restrict permitted uses to single family detached residences, which are appropriate in this area.

- 8. The use(s) requested are among those listed as an eligible permitted or conditional use in the general use district as included in the rezoning request.**

The applicant is seeking for the following uses to be allowed in this Conditional Zoning District:

- Single-Family Detached Residential; this use is allowed in the RL District.

- 9. The design of the proposed Conditional Zoning (CZ) District use's minimization of adverse effects, including visual impact of the proposed use on adjacent lands; and avoidance of significant adverse impacts on surrounding lands regarding trash, traffic, service delivery, parking and loading, odors, noise, glare and vibration and not create a nuisance.**

The applicant intends to work collaboratively with both Harrisburg town staff and the NC Department of Transportation in establishing appropriate intersection improvements for

the development. Improvements include along Lower Rocky River Road frontage, Burlwood and nearby intersection improvements.

Landscaping buffers shown are adequate to meet the needs of the adjacent properties, and active open space is designated as part of the subdivision.

10. The use limitations and conditions as proposed and/or imposed for the requested district can reasonably be implemented and enforced for the subject property.

The conditions proposed and imposed for this district can be reasonably implemented on this site.

11. When implemented the proposed and/or imposed use limitations and conditions will mitigate specific land development issues that would likely result if the subject property were zoned to accommodate all the uses and the minimum standards of the corresponding general zoning district. If any standards are proposed that are different from the underlying zoning district, the applicant must clearly demonstrate that the overall resultant project is greater than that which is typically allowed by the general district.

All proposed conditions recommended by staff are to bring the site into conformance with applicable local and state regulations.

12. The applicant has agreed to accept the use limitations and conditions as proposed and/or imposed for the requested district.

The applicant will need to agree to all conditions listed in this staff report. Any additional conditions placed on this property will need the acceptance of the applicant before a decision can be made on this application.

13. For an approval, the Board must adopt a consistency statement that the amendment being considered is either consistent or inconsistent with the adopted land use plan and that the Board considers the action to be reasonable and in the public interest.

The Town Council will need to adopt a consistency statement when a recommendation or decision is made on this item.

APPROVAL WITH CONDITIONS:

The proposal is a conditional re-zoning request. Conditions may be imposed on the zoning action; staff recommends that the following conditions be placed on this project. Applicant agrees to the following:

1. Applicant agrees to obtain any and all applicable local, state, and federal permits required for development before any development activity can take place.
2. Applicant agrees to restrict primary cladding materials for all residential buildings to masonry or similar products; vinyl siding will not be used.
3. Applicant agrees that there will be no exposed concrete foundations and that appropriate cladding must extend to the ground level on all sides of the homes.

4. Applicant agrees to install all required improvements as required by the final approved Traffic Impact Analysis.
5. Applicant agrees to provide a minimum 8 foot landscape easement (4 feet on each side of the property line) for residential lots sharing a rear property line.
6. Applicant agrees to construct the portion of town adopted Reedy Creek Greenway along the entire northern property line.
7. Applicant agrees that all ponds shall be wet detention ponds with fountains. Ponds shall be designed such that there is a minimum depth of 10' over at least 25% of the permanent pool area.
8. Applicant agrees to pave the existing gravel driveway on an existing easement that runs parallel along the proposed lots 34 through 53 and provides access to parcel 55262174560000 outside this proposed subdivision. No vehicle parking allowed on the easement.
9. Applicant agrees to the mitigation or replacement of heritage trees if damaged during construction, in accordance with the Town of Harrisburg Unified Development Ordinance.
10. Applicant agrees mailbox clusters shall meet ADA Standards at a minimum.
11. All streets should be to the Town of Harrisburg Engineering Design standards, alternate pavement schedule is not allowable. Roadways cross sections will be reviewed and approved at the construction document phase.

RECOMMENDATION:

With the proposed site plan and conditions proposed, the rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP) and the Unified Development Ordinance (UDO) standards. Planning and Zoning Department staff supports approval of the rezoning request with conditions.

ZONING CODE SUMMARY:

PROPERTY OWNER: BETHESDA INVESTMENTS, LLC
600 PARK OFFICES DRIVE, DURHAM, NC 27709

ROCKY INVESTMENTS, LLC
205 IVEYSHAW ROAD, CARY, NC 27519

TOTAL SITE ACREAGE: 193.121± ACRES

PROPERTY TO BE SOLD TO MATTHEW GREEN (PARCEL NO. 55262262130000): ± 2.60 ACRES

REZONING SITE ACREAGE: 190.521± ACRES

TAX PARCEL #S: 5526145424 & 5526212487

EXISTING ZONING: CR (COUNTY)

PROPOSED ZONING: CZ-RL CONSERVATION SUBDIVISION

EXISTING USE: VACANT

PROPOSED USE: SINGLE FAMILY - DETACHED

DENSITY PROVIDED: 138 - 80' LOTS
24 - 100' LOTS
162 LOTS (0.85 DU/A) LOW DENSITY

FRONT SETBACK: 25' (MIN.)

REAR SETBACK: 40' (MIN.)

SIDE SETBACK: 10' (MIN.)

CORNER SETBACK: 25' (MIN.)

MIN. LOT WIDTH: 80'

MIN. LOT DEPTH: VARIES

MIN. LOT SIZE: 14,520 SF (± AC.)

REQUIRED CONNECTIVITY RATIO: 1.40

PROVIDED CONNECTIVITY RATIO: 1.50

LINKS: 18

NODES: 12

TOTAL SITE AREA = 190.521± ACRES

PERIMETER BUFFER = 15.39± ACRES

ROAD RIGHT-OF-WAY AREA = 16.43± ACRES

RESIDENTIAL LOT AREA = 80.94± ACRES

EASEMENT AREA = 4.85± ACRES

FLOODWAY AREA = 10.48± ACRES

INACCESSIBLE SLOPES = 0.13± ACRES

STORMWATER DETENTION AREA = 4.30± ACRES

PROVIDED OPEN SPACE = 58.00± ACRES

(TOTAL SITE AREA - PERIMETER BUFFER - RW - EASEMENTS - FLOODWAY - INACCESSIBLE SLOPES - STORMWATER DETENTION AREA. OPEN SPACE INCLUDES 19.26 AC FLOODPLAIN AREA.)

* PROVIDED ACREAGES AND PERCENTAGES MAY BE MODIFIED DURING CONSTRUCTION DOCUMENT PROCESS AS LONG AS TOWN ORDINANCE REQUIREMENTS ARE MET.

OPEN SPACE SUMMARY:

REQUIRED:

TOTAL OVERALL OPEN SPACE: 30% OF TOTAL SITE AREA (190.521 x 0.30 = 57.16± ACRES)

ACTIVE OPEN SPACE: 0.025 AC / LOT (0.025 x 162 = 4.05)

PUBLIC OPEN SPACE: 1/35 AC / LOT (1/35 x 162 = 4.62 AC)

PROVIDED:

TOTAL OVERALL OPEN SPACE: 58.00± ACRES

*19.26± AC. INSIDE FLOODPLAIN BUT ONLY COUNTING 14.29± AC. OF AREA TO LIMIT TO 25.0% OF REQUIRED OPEN SPACE

*43.71± AC. OUTSIDE FLOODPLAIN

ACTIVE OPEN SPACE:

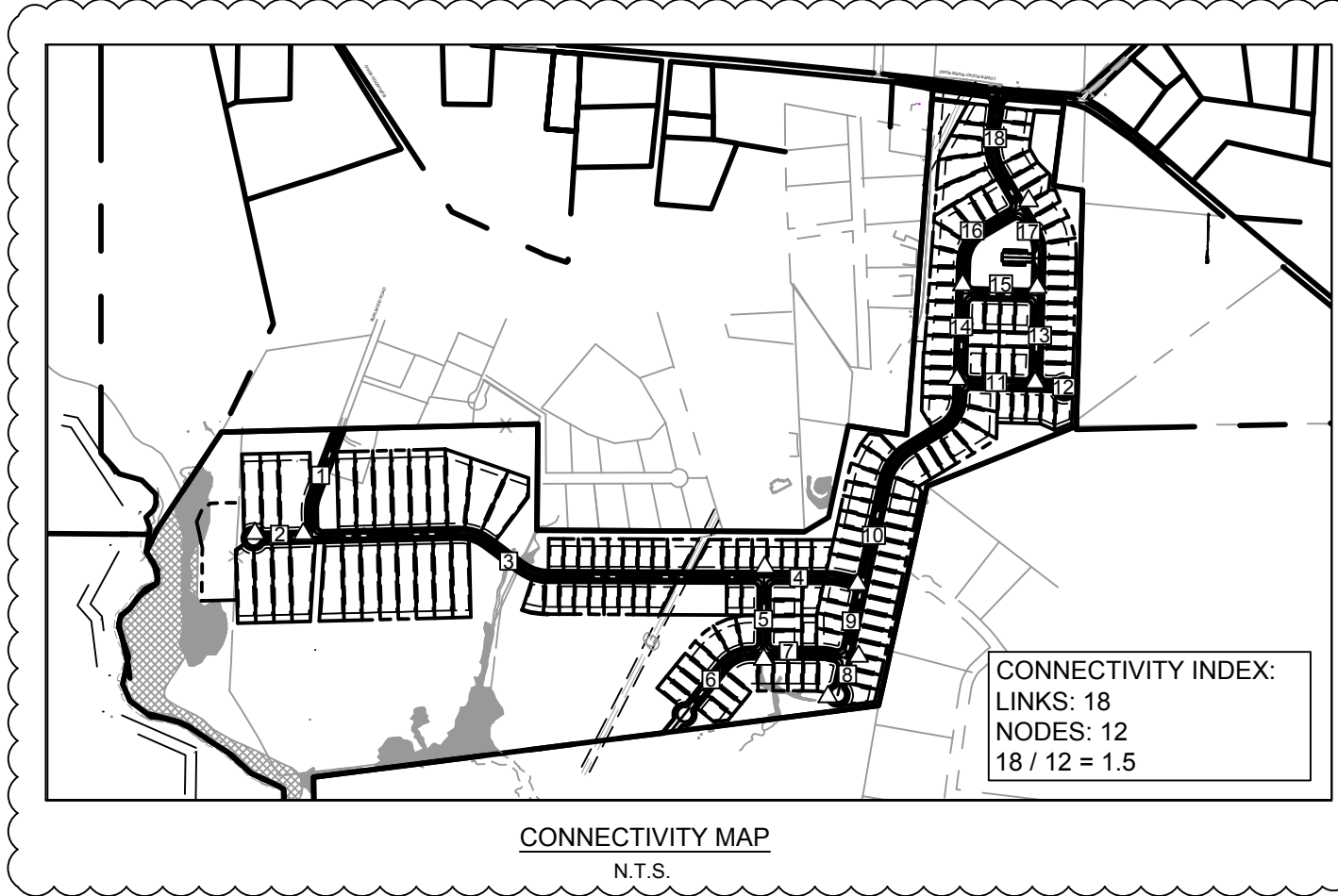
4.10± ACRES

*2.6± AC. AMENITY SITE

*1.3± AC. ACTIVITY FIELD

*0.20± AC. NATURAL TRAILS

* PROVIDED ACREAGES AND PERCENTAGES MAY BE MODIFIED DURING CONSTRUCTION DOCUMENT PROCESS AS LONG AS TOWN ORDINANCE REQUIREMENTS ARE MET.



BLOCK LENGTH SUMMARY:

ROAD A (LOWER ROCKY RIVER RD TO ROAD B): 680'

ROAD A (ROAD B TO ROAD C): 504'

ROAD B (ROAD A TO ROAD D): 495'

ROAD B (ROAD C TO ROAD D): 495'

ROAD B (ROAD D TO ROAD E): 1310'

ROAD B (ROAD E TO ROAD F): 418'

ROAD B (ROAD F TO CUL-DE-SAC): 249'

ROAD C (ROAD A TO ROAD B): 415'

ROAD D (ROAD A TO ROAD B): 415'

ROAD D (ROAD A TO CUL-DE-SAC): 199'

ROAD D (ROAD B TO ROAD G): 545'

ROAD E (ROAD G TO STREAM CENTERLINE): 1,424'

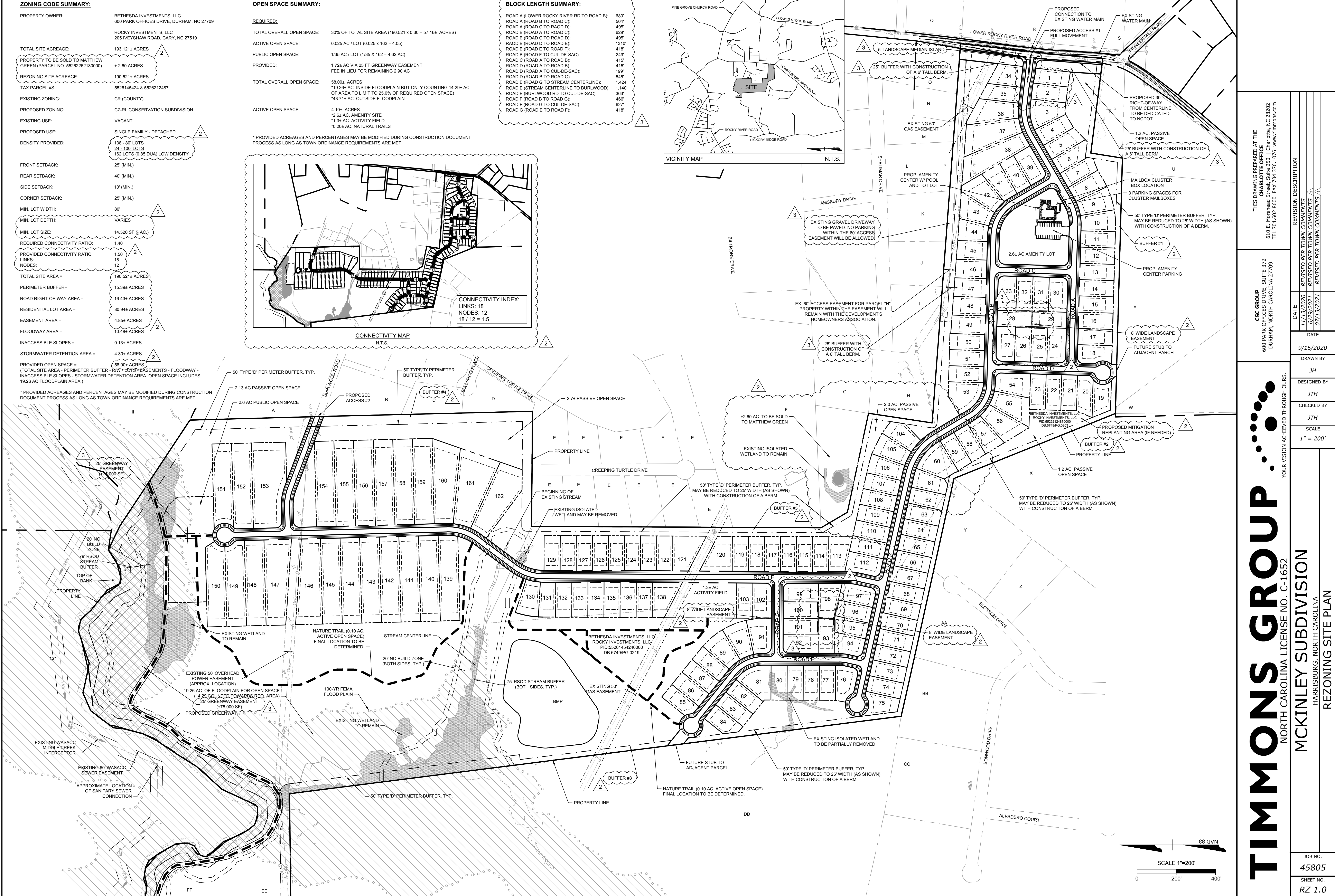
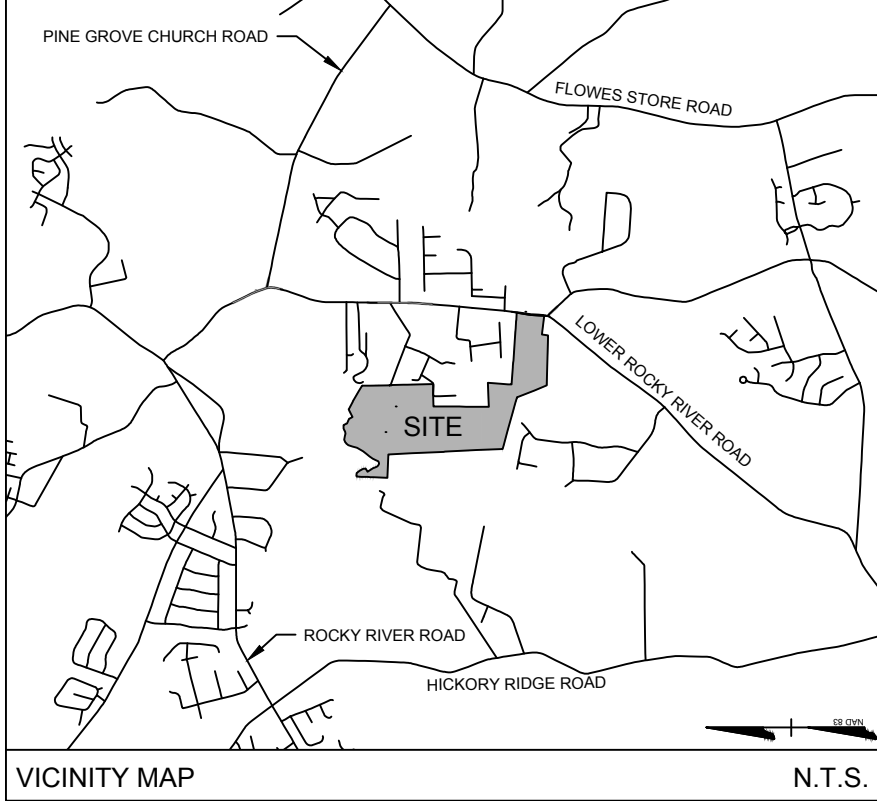
ROAD E (STREAM CENTERLINE TO BURLWOOD): 1,140'

ROAD E (BURLWOOD RD TO CUL-DE-SAC): 363'

ROAD F (ROAD B TO ROAD G): 466'

ROAD F (ROAD G TO CUL-DE-SAC): 627'

ROAD G (ROAD E TO ROAD F): 418'



THIS DRAWING PREPARED AT THE
CHARLOTTE OFFICE
610 E. Monrovia Street, Suite 250 | Charlotte, NC 28202
TEL 704-602-8600 FAX 704-576-1076 www.timmons.com

CSC GROUP
600 PARK OFFICES DRIVE, SUITE 372
DURHAM, NORTH CAROLINA 27709

TIMMONS GROUP
YOUR VISION ACHIEVED THROUGH OURS.

MCKINLEY SUBDIVISION
HARRISBURG, NORTH CAROLINA
REZONING SITE PLAN

JOB NO.
45805

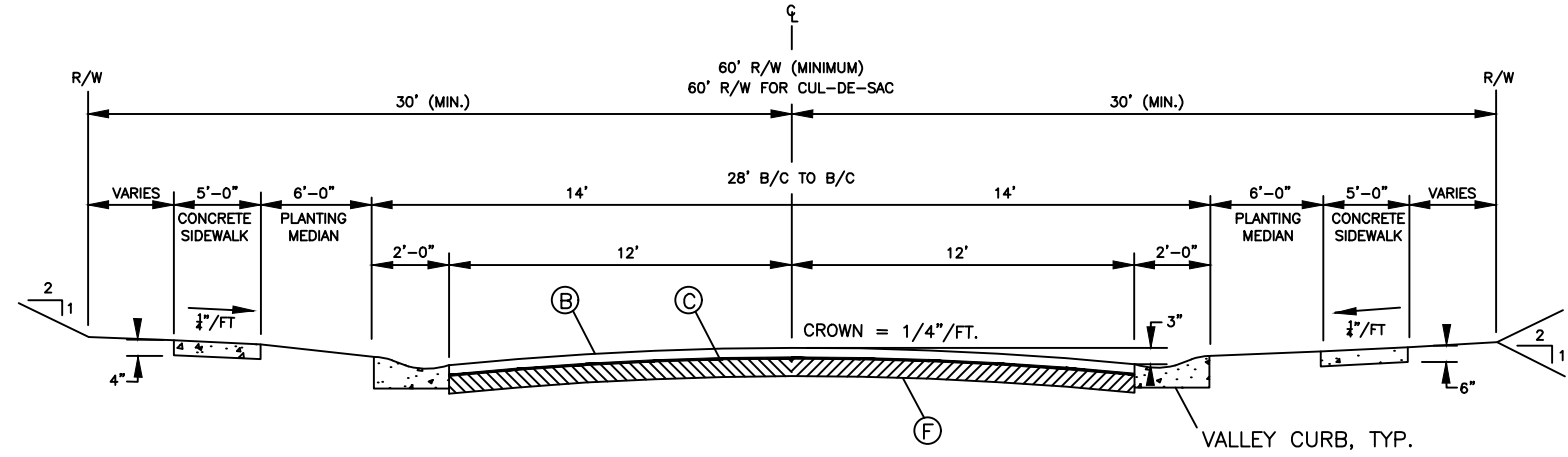
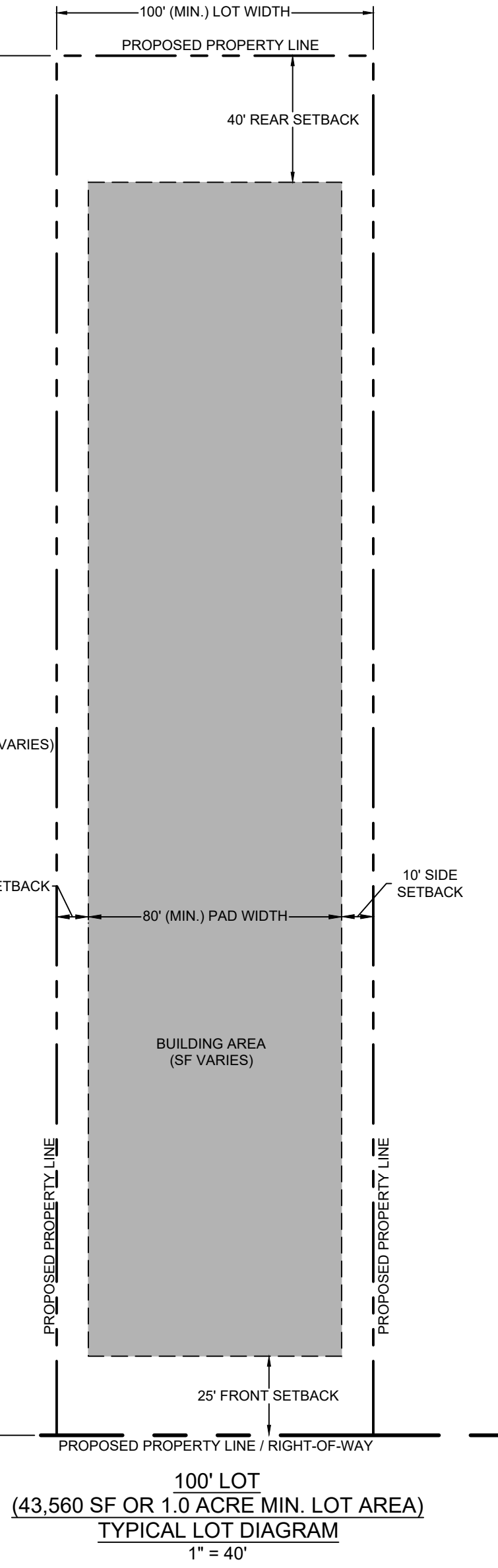
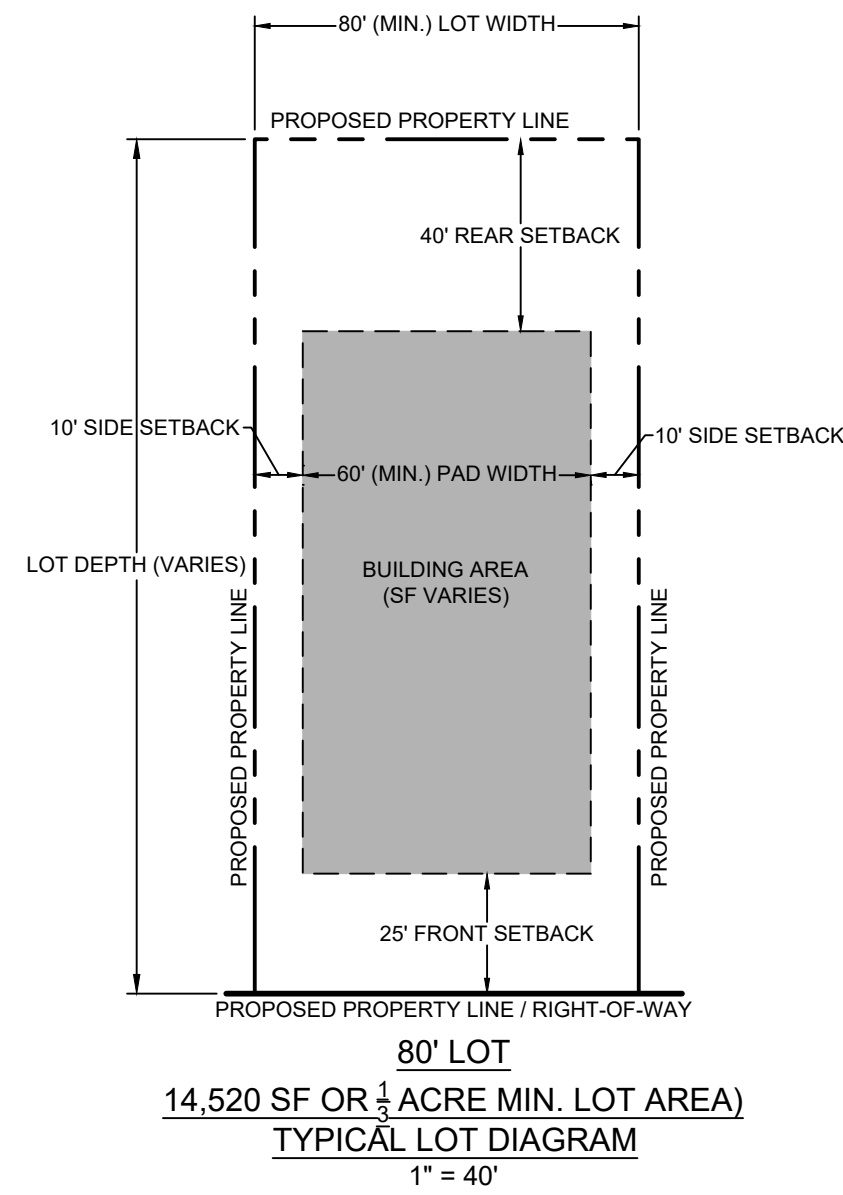
SHEET NO.
RZ 1.0

REVISION DESCRIPTION	
DATE	REVISION
11/13/2020	REVISED PER TOWN COMMENTS
6/29/2021	REVISED PER TOWN COMMENTS
07/13/2021	REVISED PER TOWN COMMENTS

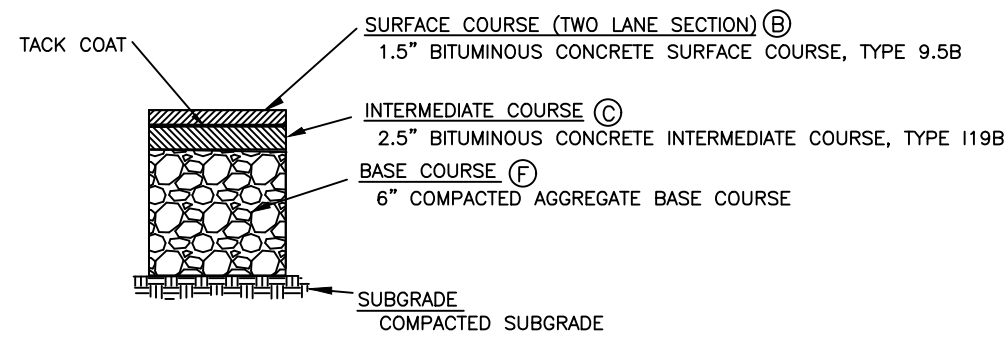
DATE	
9/15/2020	
DRAWN BY JH	
DESIGNED BY JTH	
CHECKED BY JTH	
SCALE 1" = 200'	

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S:\10445805-Lower Rocky River Rd (CSC Group)\DWG\Sheet\245805C-REZONING PLAN.dwg [Plotted on 7/27/2021 4:17 PM] by Andrew Allison



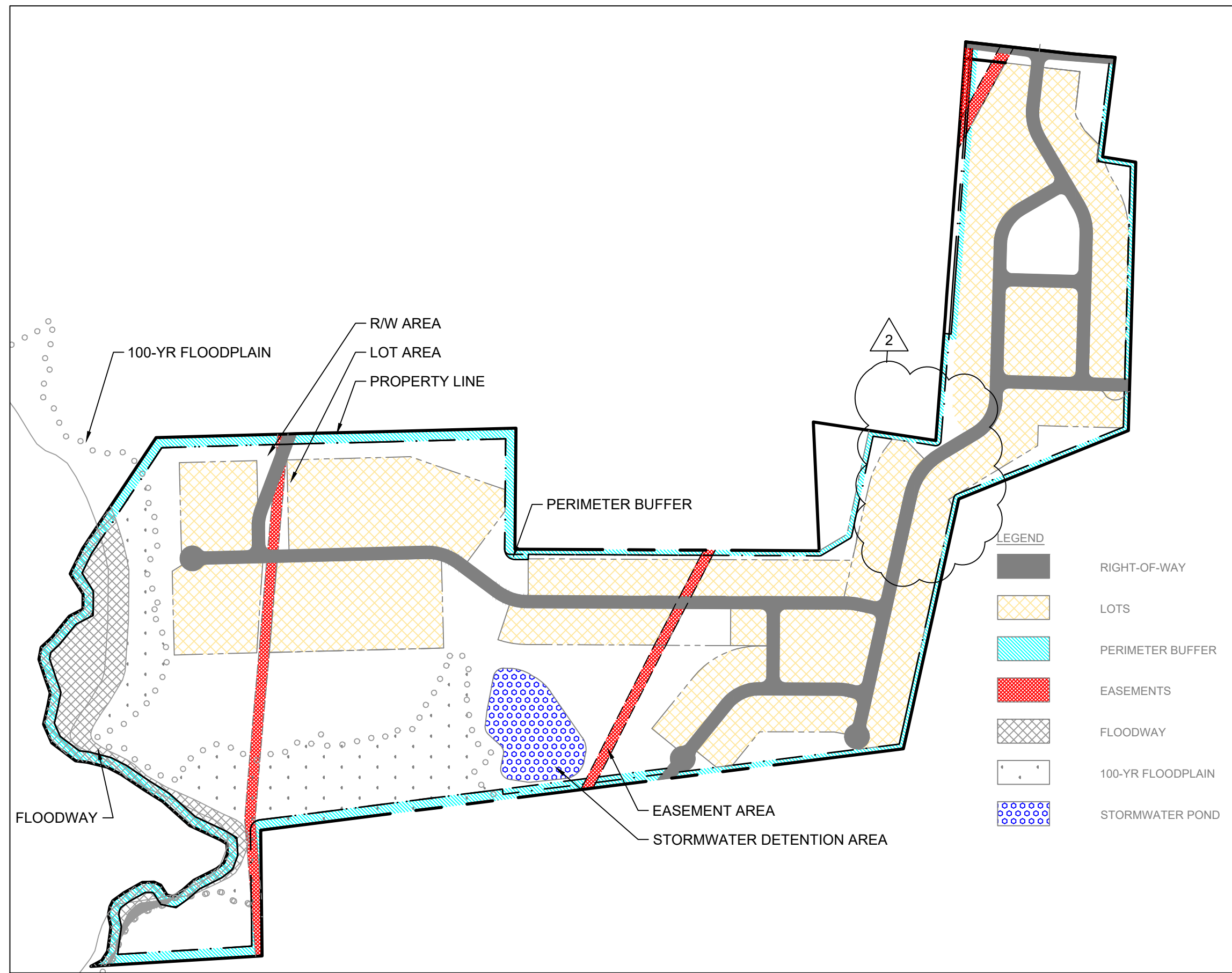
SECTION A-A
TYPICAL CROSS SECTION
DIMENSIONS FOR STREETS
(SEE STANDARD DRAWING NO. 21A FOR RESIDENTIAL CUL-DE-SACS)



TYPICAL MINIMUM PAVEMENT SECTION

HARRISBURG UDO, APPENDIX C, DRAWING NO. 5

ADJACENT PROPERTY OWNERS			
LOT	PARCEL NUMBER	PROPERTY OWNER	ADDRESS
A	55262477710000	BLUE WATER INVESTMENTS OF THE CAROLINAS, LLC	PO BOX 507, CONCORD, NC 28026
B	55262461790000	GESSLER ROBERT J & GESSLER CHRISTINA	1413 BURLWOOD RD, CONCORD, NC 28025
C	55262368550000	FREEMAN BRANDON A ESTATE & FREEMAN EVELYN L	9055 LOWER ROCKY RIVER RD, CONCORD, NC 28025
D	55262365670000	FREEMAN BRANDON A ESTATE & FREEMAN EVELYN L	9055 LOWER ROCKY RIVER RD, CONCORD, NC 28025
E	55262259730000	FREEMAN BRANDON A ESTATE & FREEMAN EVELYN L	9055 LOWER ROCKY RIVER RD, CONCORD, NC 28025
F	55262262130000	GREEN MATTHEW SCOTT	1446 BILTMORE DR, CONCORD, NC 28025
G	55262177690000	DORTON STEVEN A	9800 LOWER ROCKY RIVER RD, CONCORD, NC 28025
H	55262174560000	DORTON STEVEN A	9800 LOWER ROCKY RIVER RD, CONCORD, NC 28025
I	55263104750000	TODD JOHN KEVIN & TERRI M	813 FREEMAN DR, CONCORD, NC 28025
J	55263134130000	WISEMAN MICHAEL H & SHIRLEY K	1311 SHALIMAR DR, CONCORD, NC 28025
K	55263154700000	OVERMAN CAROLYN H	1305 SHALIMAR DR, CONCORD, NC 28025
L	55263184210000	GRIFFIN BOYD D & NAN C	1211 SHALIMAR DR, CONCORD, NC 28025
M	55264104680000	DAVIES ANGELA	1203 SHALIMAR DR, CONCORD, NC 28025
N	55264113610000	DAVIES ANGELA	1203 SHALIMAR DR, CONCORD, NC 28025
O	55264132590000	CAWLEY MARIE	1120 BOTTLE BRUSH LN, HARRISBURG, NC 28075
P	55264132590000	CAWLEY MARIE	1120 BOTTLE BRUSH LN, HARRISBURG, NC 28075
Q	55264277920000	HUNTLEY F W CONSTRUCTION CO, INC	PO BOX 690725, CHARLOTTE, NC 28227
R	55265185070000	HUNTLEY F W CONSTRUCTION CO, INC	PO BOX 690725, CHARLOTTE, NC 28227
S	55264063830000	HARPER ANTHONY FRANK	1233 NC HWY 24-27 W, MIDLAND, NC 28107
T	55264004840000	THOMPSON JAMES C & THOMPSON TRACY A	9910 LOWER ROCKY RIVER RD, CONCORD, NC 28025
U	55264001270000	JOHNSON CHAD & JOHNSON LAURA	9982 LOWER ROCKY RIVER RD, CONCORD, NC 28025
V	55253947490000	JONES RICHARD E & JONES LARRY E	10110 PIONEER MILL RD, CONCORD, NC 28025
W	55252992220000	DEMPSTER BRANDON A & DEMPSTER SUSAN S	10200 LOWER ROCKY RIVER RD, CONCORD, NC 28025
X	55252901390000	STALLINGS MARGARET ANN	3550 STALLINGS RD, HARRISBURG, NC 28075
Y	55261180350000	WOOD GRAY FRANKLIN	9705 BLOSSOM DR, CONCORD, NC 28025
Z	55261078150000	STONE MICHAEL A & TRINKA WESTBROOK	800 GOLF COURSE RD, COLUMBUS, NC 28722
AA	55261142830000	MONTGOMERY JEFFREY D & MONTGOMERY ANNA C	9712 BLOSSOM DR, CONCORD, NC 28025
BB	55261112470000	MONTGOMERY JEFFREY D & MONTGOMERY ANNA C	9712 BLOSSOM DR, CONCORD, NC 28025
CC	55260173460000	WHITLEY CURTIS L & WHITLEY DEBRA H	1825 BONWOOD DR, CONCORD, NC 28025
DD	55260344060000	HARRIS MARK LEE ESTATE	C/O JAMARIAN MONROE, 1029 BLUE LARKSPUR AVE, WAKE FOREST, NC 27587
EE	55260407970000	GREE TREE SERVICING LLC, FKA CONSECO FINANCE SERV CORP	160 MINE LAKE CT, STE 200, RALEIGH, NC 27615
FF	55169532950000	HARRIS G C ESTATE & HARRIS NINA ESTATE	C/O SHARAN H RANKIN, PO BOX 1673, CHANDLER, AZ 85244
GG	55261694360000	HARRIS JOE B & HARRIS LINDA	1643 PEMBROOK RD, HARRISBURG, NC 28075
HH	55263651500000	FREEMAN WILLIE A	8776 LOWER ROCKY RIVER RD, CONCORD, NC 28025
II	55263554150000	ATHENA CEDAR LLC & A DELAWARE LLC	98 MILL PLAIN RD, STE 3C, DANBURY, CT 06811



OPEN SPACE SUMMARY MAP

GENERAL PROVISIONS:

- SITE LOCATION:** THESE DEVELOPMENT STANDARDS FORM A PART OF THE CONDITIONAL REZONING SITE PLAN ASSOCIATED WITH THE CONDITIONAL REZONING SITE PLAN FILED BY CSC GROUP ("PETITIONER") TO ACCOMMODATE THE DEVELOPMENT OF THE PROPOSED RESIDENTIAL SUBDIVISION ON APPROXIMATELY 193.12 ACRE SITE LOCATED ALONG LOWER ROCKY RIVER ROAD (THE "SITE").
- ZONING DISTRICTS / ORDINANCE:** DEVELOPMENT OF THE SITE WILL BE GOVERNED BY THE REZONING SITE PLAN AS WELL AS THE APPLICABLE PROVISIONS OF THE TOWN OF HARRISBURG ZONING ORDINANCE (THE "ORDINANCE").
- GRAPHICS AND ALTERATIONS:** THE SCHEMATIC DEPICTIONS OF THE STREETS, LOTS, SIDEWALKS, AMENITY CENTER, OPEN SPACE AND OTHER SITE DEVELOPMENT ELEMENTS (COLLECTIVELY THE "DEVELOPMENT / SITE ELEMENTS") SET FORTH ON THE REZONING SITE PLAN SHOULD BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE LAYOUT, LOCATIONS, SIZES AND FORMULATIONS OF THE DEVELOPMENT / SITE ELEMENTS DEPICTED ON THE REZONING SITE PLAN ARE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT / SITE ELEMENTS PROPOSED. CHANGES TO THE REZONING SITE PLAN NOT ANTICIPATED BY THE REZONING SITE PLAN WILL BE REVIEWED AND APPROVED.

SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS REZONING SITE PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT / SITE ELEMENTS. THEREFORE, THERE MAY BE INSTANCES WHERE MINOR MODIFICATIONS WILL BE ALLOWED BY THE TOWN OF HARRISBURG WITHOUT REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS.

THE PLANNING DIRECTOR WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PER THIS AMENDED PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA DESCRIBED ABOVE, THE PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS.

- NUMBER OF BUILDINGS PRINCIPAL AND ACCESSORY:** THE TOTAL NUMBER OF PRINCIPAL BUILDINGS TO BE DEVELOPED SHALL NOT EXCEED 162. ACCESSORY BUILDINGS AND STRUCTURES LOCATED ON THE SITE SHALL NOT BE CONSIDERED IN ANY LIMITATION ON THE NUMBER OF BUILDINGS ON THE SITE. ACCESSORY BUILDINGS AND STRUCTURES WILL BE CONSTRUCTED UTILIZING SIMILAR BUILDING MATERIALS, COLORS, ARCHITECTURAL ELEMENTS AND DESIGNS AS THE PRINCIPAL BUILDING LOCATED ON THE SITE. ACCESSORY STRUCTURES AND BUILDINGS INCLUDE, BUT ARE NOT LIMITED TO, A MAIL KIOSK, DUMPSTER ENCLOSURES, GAZEBOs, TRELLISES, STORAGE BUILDINGS, CLUBHOUSE, CABANA.

PERMITTED USES & DEVELOPMENT AREA LIMITATION:

- THE SITE MAY BE DEVELOPED WITH UP TO 162 SINGLE FAMILY DETACHED LOTS, TOGETHER WITH ACCESSORY USES ALLOWED IN THE CZ-RL CONSERVATION SUBDIVISION ZONING DISTRICT.
- THE PETITIONER AGREES TO OBTAIN ALL APPLICABLE LOCAL, STATE, AND FEDERAL PERMITS REQUIRED FOR DEVELOPMENT BEFORE ANY DEVELOPMENT ACTIVITY CAN OCCUR.

PLANNING CONDITIONS:

- MAILBOX CLUSTERS SHALL MEET MINIMUM ADA STANDARDS.
- THE PETITIONER AGREES TO CONSTRUCT THE PORTION OF THE REEDY CREEK GREENWAY ALONG THE NORTHERN PROPERTY FRONTAGE.
- THE PETITIONER AGREES TO PROVIDE A MINIMUM 8 FOOT LANDSCAPE EASEMENT (4 FOOT MINIMUM ON EACH LOT) FOR RESIDENTIAL LOTS SHARING A REAR PROPERTY LINE.
- APPLICANT AGREES TO HAVE A DETAIL PLANTING/LANDSCAPE PLAN BE REVIEWED AND APPROVED DURING THE PRELIMINARY PLAT AND/OR CONSTRUCTION DOCUMENT REVIEW PHASE.

ARCHITECTURAL CONDITIONS:

- EXPPOSED CONCRETE FOUNDATIONS ARE NOT PERMITTED. FOUNDATIONS SHALL BE VENEERED TO GROUND LEVEL ON ALL SIDES OF THE HOME.
- EXTERIOR BUILDING MATERIALS USED ON PRINCIPLE BUILDINGS SHALL CONSIST OF ONE OR MORE OF THE FOLLOWING: BRICK, STONE, PRECAST MASONRY PRODUCTS, SYNTHETIC STONE, CEMENT FIBER BOARD, STUCCO, DECORATIVE BLOCK, WOOD AND OTHER MATERIALS ALLOWED BY THE TOWN OF HARRISBURG ORDINANCE. VINYL SIDING WILL NOT BE USED EXCEPT ON SOFFITS, WINDOWS AND OTHER ACCESSORY FEATURES.

ACCESS AND TRANSPORTATION CONDITIONS:

- ACCESS TO THE SITE WILL BE FROM LOWER ROCKY RIVER ROAD AND BURLWOOD ROAD IN THE MANNER GENERALLY DEPICTED ON THE REZONING SITE PLAN.
- THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS IS SUBJECT TO MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE ENGINEERING AND ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY NCDOT AND/OR THE TOWN OF HARRISBURG IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.
- THE ALIGNMENT OF THE INTERNAL VEHICULAR CIRCULATION MAY BE MODIFIED BY THE PETITIONER TO ACCOMMODATE CHANGES IN LOT CONFIGURATIONS, TRAFFIC PATTERNS, PARKING LAYOUTS AND ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE TOWN OF HARRISBURG IN ACCORDANCE WITH PUBLISHED STANDARDS.
- ALL STREETS AND PAVEMENT SCHEDULES SHOULD BE DESIGNED TO TOWN OF HARRISBURG ENGINEERING STANDARDS. ROADWAY CROSS-SECTIONS WILL BE REVIEWED AND APPROVED DURING THE CONSTRUCTION DOCUMENT PHASE.
- STOP SIGN LOCATIONS WILL BE DETERMINED BY A NORTH CAROLINA LICENSED PROFESSIONAL ENGINEER AND REVIEWED BY THE TOWN OF HARRISBURG ENGINEERING STAFF FOR APPROVAL DURING THE CONSTRUCTION DOCUMENT PHASE.
- ROAD IMPROVEMENT REQUIREMENTS AS SPECIFIED BY THE FINAL APPROVED TRAFFIC IMPACT ANALYSIS WILL BE INSTALLED. THE CONSTRUCTION PHASING OF THE ROAD IMPROVEMENTS ARE SUBJECT TO REVIEW AND APPROVAL BY THE TOWN OF HARRISBURG AND NCDOT.
- THE PETITIONER SHALL COORDINATE WITH CABARRUS COUNTY E911 ADDRESSING COORDINATOR ON PROPOSING PROJECT NAME AND STREET NAMES.

BUFFERS/TRAILS:

- A 50' TYPE "D" BUFFER IS PROVIDED ADJACENT TO THE PERIMETER OF THE SUBJECT PROPERTY. BUFFER REQUIREMENTS MAY BE MET WITH EXISTING VEGETATION AS ALLOWED BY THE TOWN'S PUBLISHED ORDINANCE STANDARDS. THE TOWN'S ORDINANCE ALLOWS THE BUFFER TO BE REDUCED TO 25' IF A BERM IS PROVIDED. THE HEIGHT AND SIDE SLOPES OF THE BERM ARE DEPENDENT ON THE EXISTING GRADE AND WILL BE DETERMINED DURING THE CONSTRUCTION DOCUMENT PROCESS.
- PROPOSED NATURE TRAILS SHALL BE 10' WIDE AND MAY BE CONSTRUCTED OF EARTHER MATERIALS, MULCH, OR STONE. TRAIL LOCATIONS SHOWN ON THE REZONING PLAN ARE GRAPHICAL REPRESENTATIONS WITH FINAL LOCATIONS TO BE DETERMINED DURING THE CONSTRUCTION DOCUMENT PHASE AS APPROVED BY THE TOWN OF HARRISBURG.
- THE NATURE TRAIL FROM THE GREENWAY TO THE CUL-DE-SAC ADJACENT TO LOT 150 SHALL BE A PAVED MATERIAL AND SHALL BE PLACED WITHIN A PUBLIC ACCESS EASEMENT.
- THE GREENWAY TRAIL SHALL BE CONSTRUCTED PER HARRISBURG UDO 6.5.3.7.4, WHICH STATES A MINIMUM WIDTH OF 10' AND BE A PAVED MATERIAL. FINAL LOCATION TO BE DETERMINED DURING THE CONSTRUCTION DOCUMENT PHASE AND AS APPROVED BY THE TOWN OF HARRISBURG.
- A PORTION OF NATURAL TRAILS THAT HAVE ACCESS TO STORMWATER WETPONDS SHALL BE A PAVED MATERIAL.

ENVIRONMENTAL FEATURES:

- THE PETITIONER SHALL COMPLY WITH THE TOWN OF HARRISBURG STORMWATER ORDINANCE AND ENGINEERING STANDARDS.
- THE SITE SHALL BE DESIGNED IN ACCORDANCE WITH THE TOWN OF HARRISBURG STORMWATER DRAINAGE MANUAL AND ENGINEERING STANDARDS.
- STORMWATER MANAGEMENT BMP'S SHOWN ON PLANS ARE GRAPHICAL REPRESENTATIONS AND WILL BE DESIGNED DURING THE CONSTRUCTION DOCUMENT PHASE.
- IF STORMWATER WETPONDS ARE REQUIRED, THE FOLLOWING DESIGN CRITERIA SHALL BE UTILIZED:
 - WET PONDS SHALL PROVIDE A FOUNTAIN.
 - WET PONDS SHALL PROVIDE AT LEAST A 10 FT DEPTH OVER AT LEAST 25% OF THE PERMANENT POOL AREA.
 - THE PERMANENT POOL OF A WET POND SHOULD TRY TO BE VISIBLE FROM ADJACENT LOTS AS MUCH AS EXISTING TOPOGRAPHY AND EXISTING TREE CANOPY CAN REASONABLY ALLOW. SITE CONSTRAINTS WILL LARGELY DETERMINE THE FEASIBILITY BUT EFFORTS WILL BE MADE TO MEET THIS OBJECTIVE.
- IMPACTS TO JURISDICTIONAL WATERS WILL BE PERMITTED THROUGH THE U.S. ARMY CORP OF ENGINEERS AND THE NC DEC AS REQUIRED.
- A TREE PRESERVATION STUDY WILL BE COMPLETED AND PREPARED PRIOR TO THE PRELIMINARY PLAT PHASE. ANY HERITAGE TREES THAT ARE TO BE REMOVED WILL REQUIRE THE TOWN OF HARRISBURG UDO SPECIFIED MITIGATION.
- HERITAGE TREES DAMAGED DURING CONSTRUCTION SHALL BE MITIGATED OR REPLACED IN ACCORDANCE TO THE TOWN OF HARRISBURG UDO.
- HERITAGE TREES SHOWN ON RZ-3.0 TO REMAIN ARE SUBJECT TO FINAL GRADING CONDITIONS DURING CONSTRUCTION DOCUMENT PHASE. LIKEWISE, THERE MAY BE TREES SHOWN TO BE REMOVED THAT MAY BE ABLE TO REMAIN.

UTILITIES:

- PROPOSED WATER AND SEWER CONNECTIONS ARE CONCEPTUAL IN NATURE. FINAL CONNECTION LOCATIONS WILL BE DETERMINED DURING THE CONSTRUCTION DOCUMENT PHASE.

AMENDMENTS TO THE REZONING SITE PLAN:

- FUTURE AMENDMENTS TO THE REZONING SITE PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE APPLICABLE DEVELOPMENT AREA PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT.

BINDING EFFECT OF THE REZONING SITE PLAN:

- IF THE REZONING SITE PLAN IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT OF THE SITE IMPOSED UNDER THE ZONING PLAN WILL, UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE PETITIONER AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL REPRESENTATIVE, SUCCESSORS IN INTEREST OR ASSIGNS.

THIS DRAWING PREPARED AT THE
CHARLOTTE OFFICE

610 E. Morehead Street, Suite 250 | Charlotte, NC 28202
TEL 704.602.8600 FAX 704.576.1076 www.timmons.com

CSC GROUP

600 PARK OFFICES DRIVE, SUITE 372
DURHAM, NORTH CAROLINA 27709

REVISION DESCRIPTION
REVISED PER TOWN COMMENTS
REVISED PER TOWN COMMENTS

DATE
11/13/2020
6/29/2021

DATE
9/15/2020

DRAWN BY
JH

DESIGNED BY
JTH

CHECKED BY
JTH

SCALE
AS SHOWN

YOUR VISION ACHIEVED THROUGH OURS.

TIMMONS GROUP
NORTH CAROLINA LICENSE NO. C-1652
MCKINLEY SUBDIVISION
HARRISBURG, NORTH CAROLINA
TECHNICAL DATA SHEET

JOB NO.

45805

SHEET NO.

RZ 2.0

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LEGEND

- REMOVE EXISTING TREE
- EXISTING TREE

TOTAL HERITAGE TREES ON-SITE: 153
TOTAL HERITAGE TREES REMOVED: 35
TOTAL HERITAGE TREES SAVED: 118

SCALE 1"=200'

NAD 83

YOUR VISION ACHIEVED THROUGH OUR NORTH CAROLINA LICENSE NO. C-1652 MCKINLEY SUBDIVISION HARRISBURG, NORTH CAROLINA TREE SURVEY	DESIGNED BY JTH
	CHECKED BY JTH
	SCALE AS SHOWN
	JOB NO. 45805
SHEET NO. RZ 3.0	

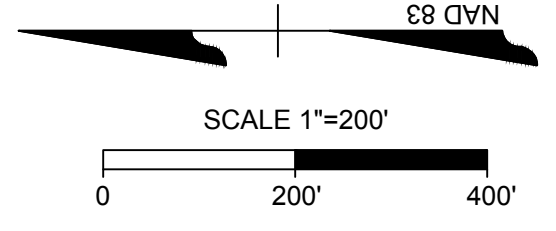
DATE	REVISION DESCRIPTION
11/13/2020	REVISED PER TOWN COMMENTS
6/29/2021	REVISED PER TOWN COMMENTS

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CAL	HT	SPAC	REMARKS
AB	40	ACER BURGERIANUM	TRIDENT MAPLE	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM, CENTRAL LEADER
CC	65	CERIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	B&B	2"	8' MIN.	A.I.	SINGLE STEM
CC	65	CORNUS KOUSA	KOUSA DOGWOOD	B&B	2"	8' MIN.	A.I.	SINGLE STEM
IA	45	ILEX X ATTENUATA 'FOESTER'	FOESTER HOLLY	B&B	2"	8' MIN.	A.I.	FULL TO GROUND
LT	71	LIRIODENDRON TULIPIFERA	TULIP POPLAR	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM, CENTRAL LEADER
NS	40	NYSSA SYLVIATICA 'GREEN GABLE'	GREEN GABLE BLACK GUM	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM, CENTRAL LEADER
QF	40	QUERCUS ALBA	WHITE OAK	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM, CENTRAL LEADER
QF	40	QUERCUS FALCATA	SOUTHERN RED OAK	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM, CENTRAL LEADER
QF	40	QUERCUS LYRATA	LAUREL OAK	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM, CENTRAL LEADER
QF	40	QUERCUS SHUMARDII	SHUMARD OAK	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM, CENTRAL LEADER
UP	16	ULMUS PARVIFOLIA	LACEBARK ELM	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM
ZS	38	ZELKOVA SERRATA	JAPANESE ZELKOVA	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM

TYPE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CAL	HT	SPAC	REMARKS
SHADE TREE SPECIES								
	376	ACER RUBRUM	RED MAPLE	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM, CENTRAL LEADER
		BETULA NIGRA 'DURAHEAT'	DURAHLEAT RIVER BIRCH	B&B	3.0"	12' MIN.	A.I.	MULTI-STEM
EVERGREEN TREE SPECIES								
		LIQUIDAMBAR STYRACIFLUA 'ROTUNDILOBA'	FRUITLESS SWEETGUM	B&B	3.5"	12' MIN.	A.I.	SINGLE STEM, CENTRAL LEADER
	943	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	B&B	3.0"	12' MIN.	A.I.	FULL TO GROUND
ORNAMENTAL TREE SPECIES								
		CEDRUS DEODARA	DEODAR CEDAR	B&B	3.0"	12' MIN.	A.I.	FULL TO GROUND
		TAXODIUM DISTICHUM	BALDPRESS	B&B	3.0"	12' MIN.	A.I.	FULL TO GROUND
ORNAMENTAL TREE SPECIES								
	376	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	B&B	2"	8' MIN.	A.I.	MULTI-STEM
		LAGERSTROMIA INDICA	CRAPE MYRTLE, SP.	B&B	2"	8' MIN.	A.I.	MULTI-STEM
		PRUNUS CERASIFERA	PURPLELEAF PLUM	B&B	2"	8' MIN.	A.I.	SINGLE STEM

SEE SHEET RZ5.0 FOR PLANTING NOTES, DETAILS AND PLANTING CALCULATIONS

	EXISTING TREE
	PROPOSED 50' WIDE TYPE D BUFFER YARD
	PROPOSED 25' WIDE TYPE D BUFFER YARD
	PROPOSED TREE MITIGATION AREA



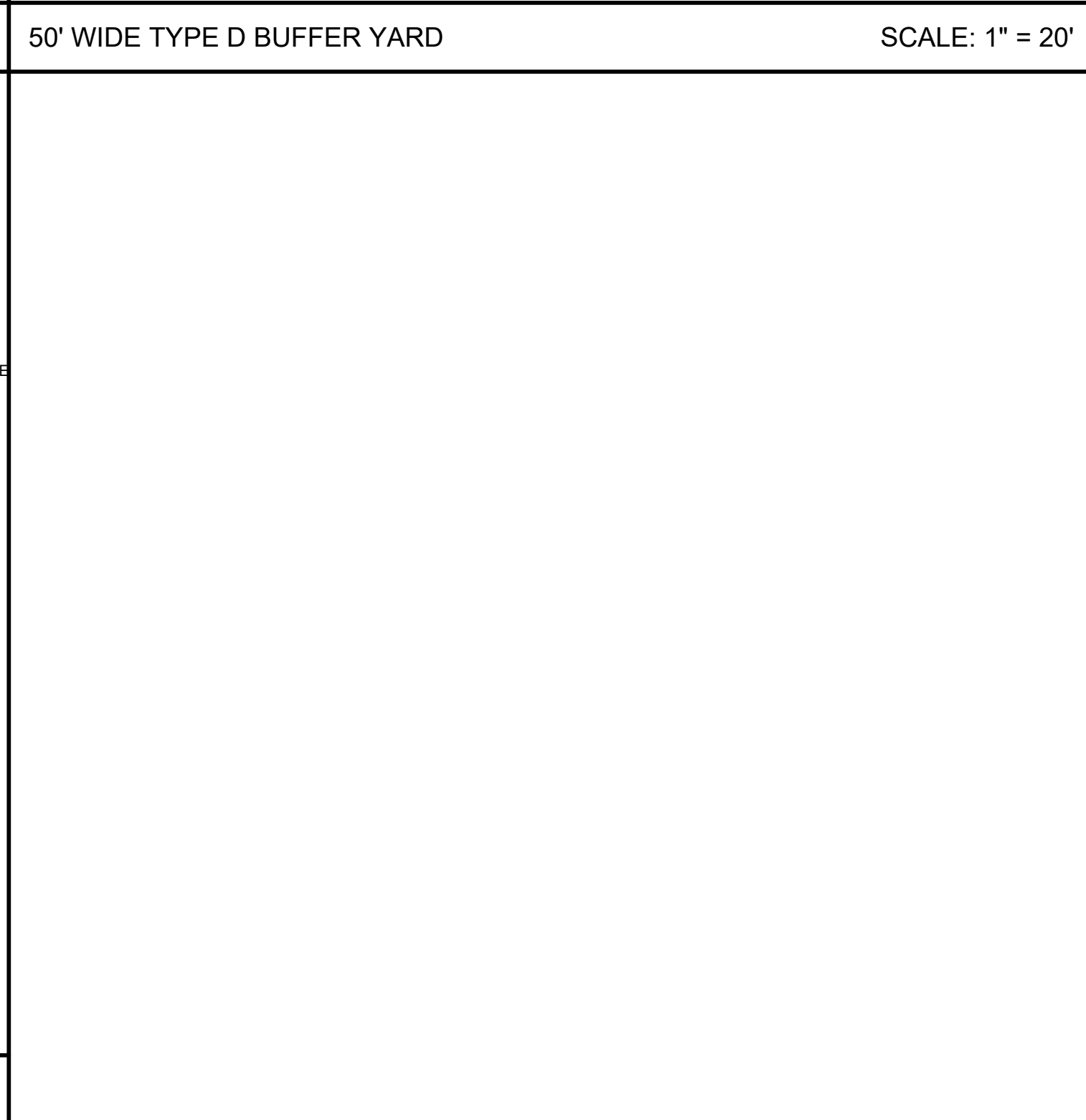
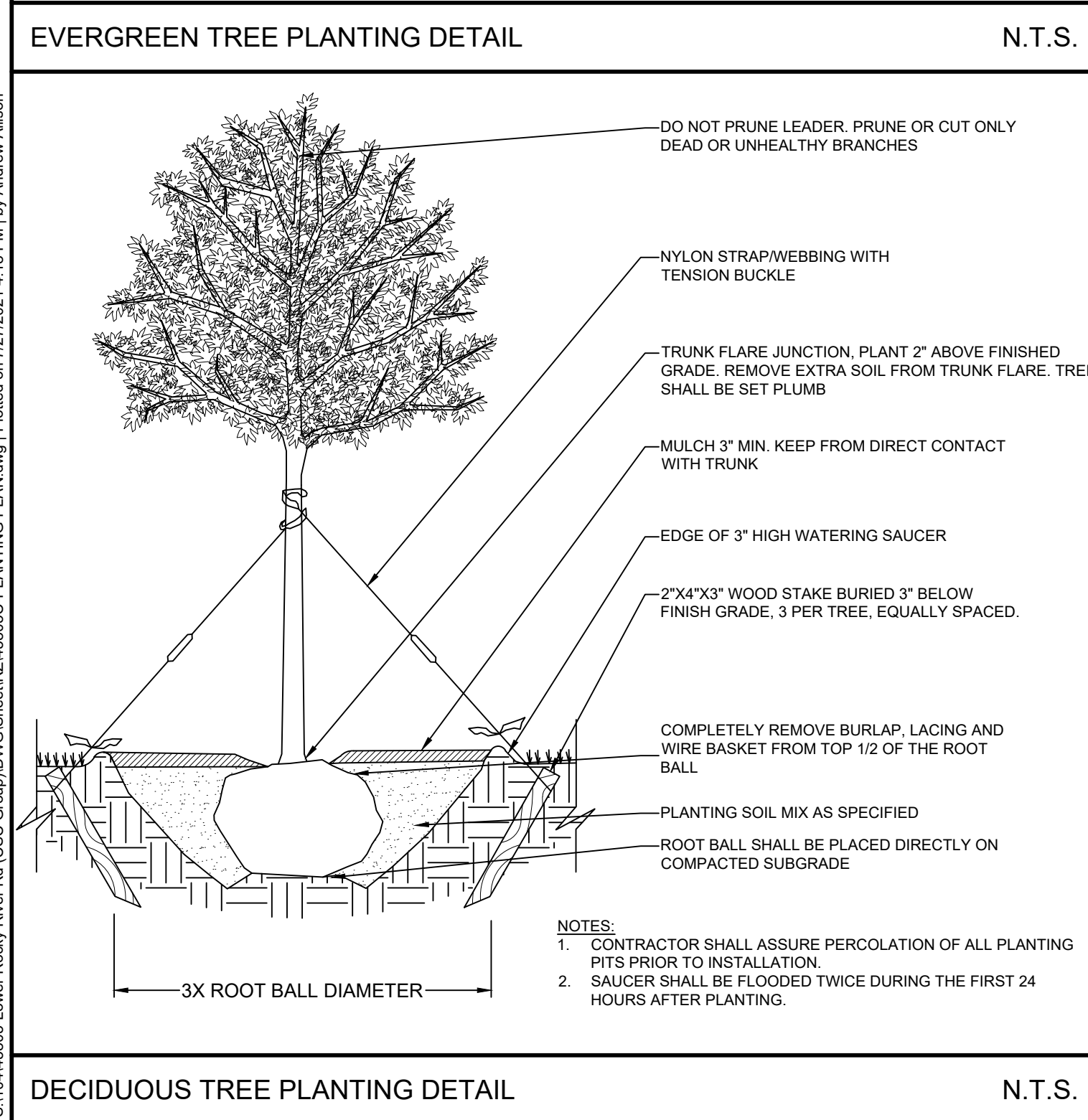
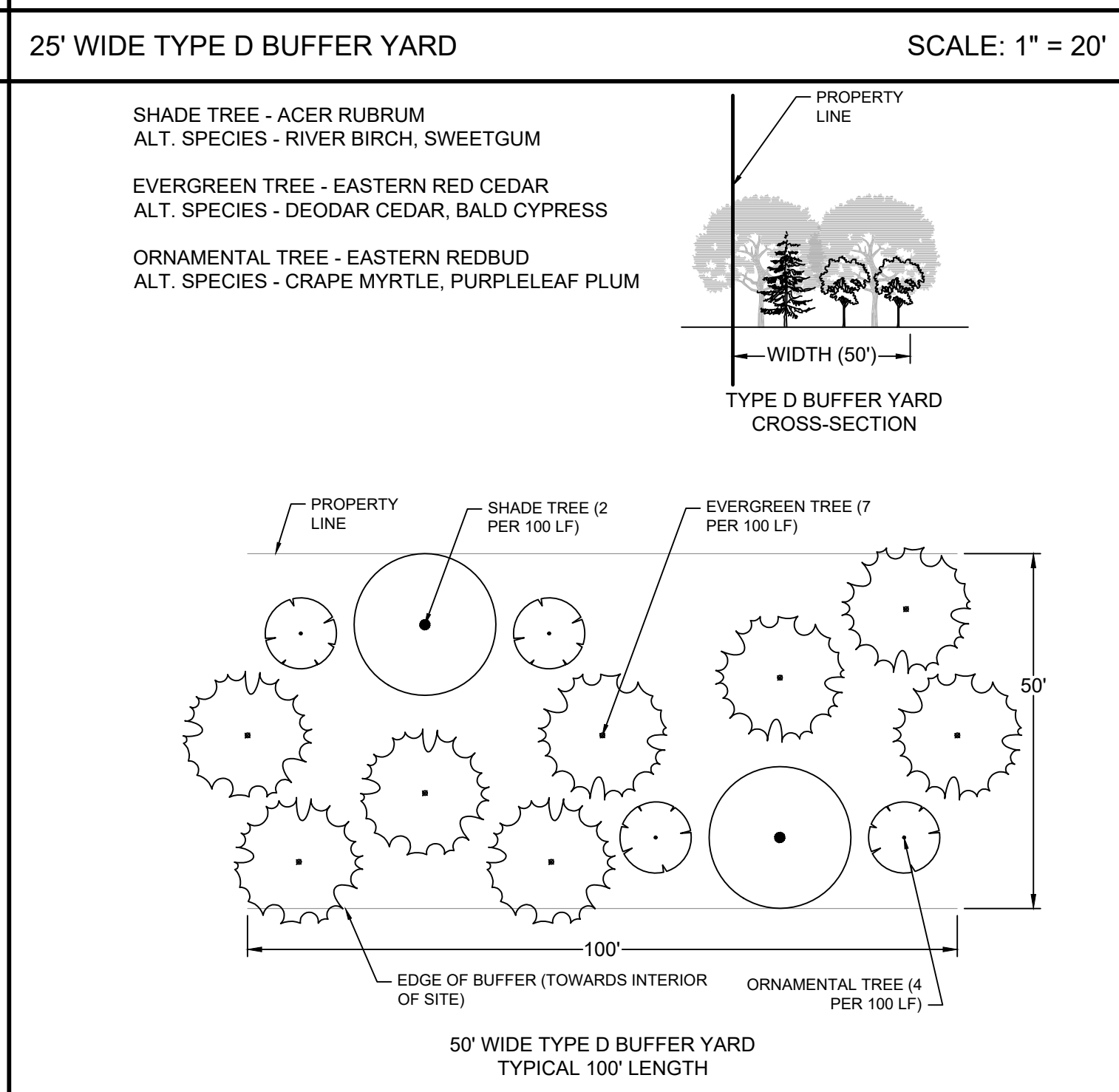
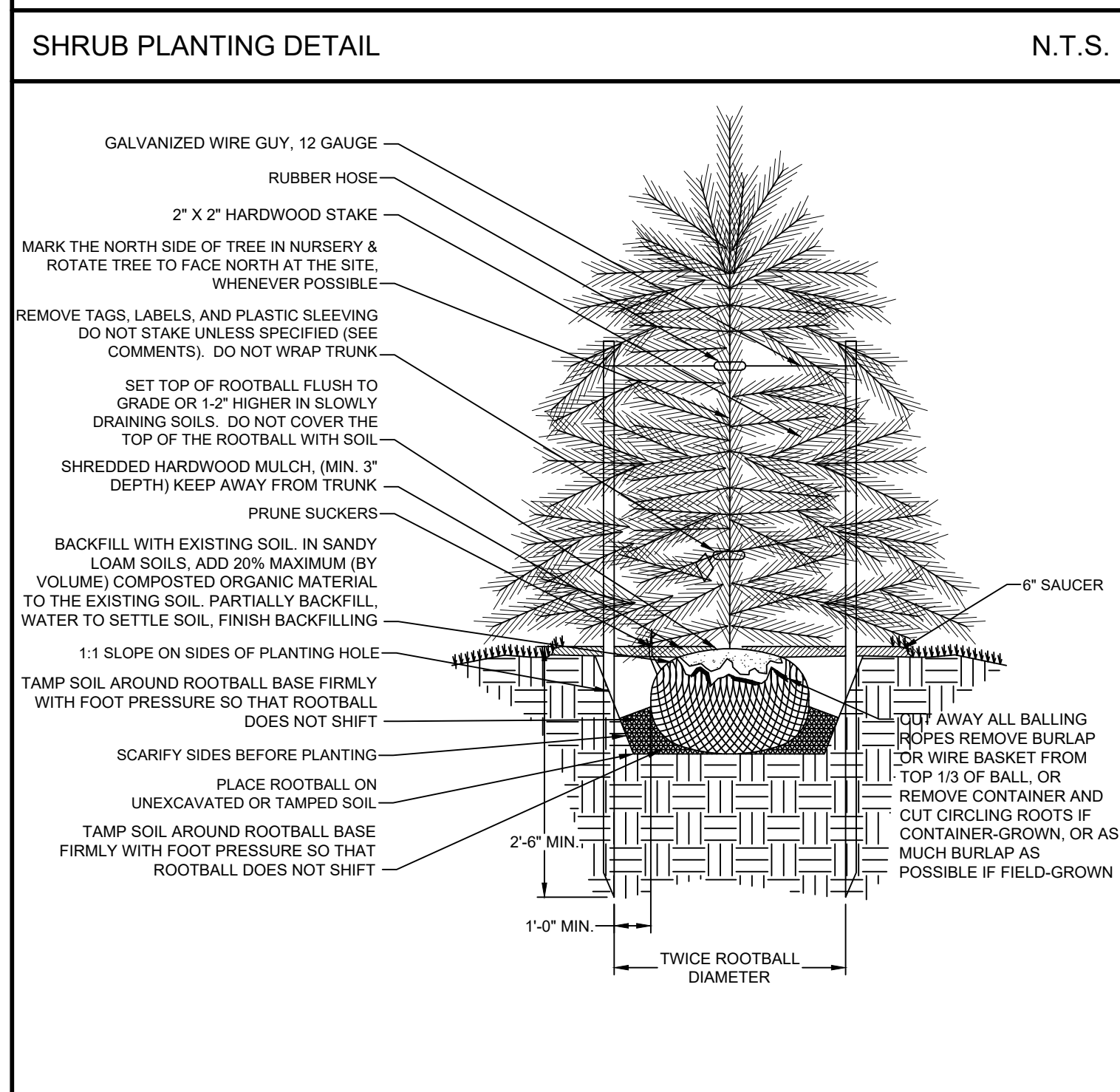
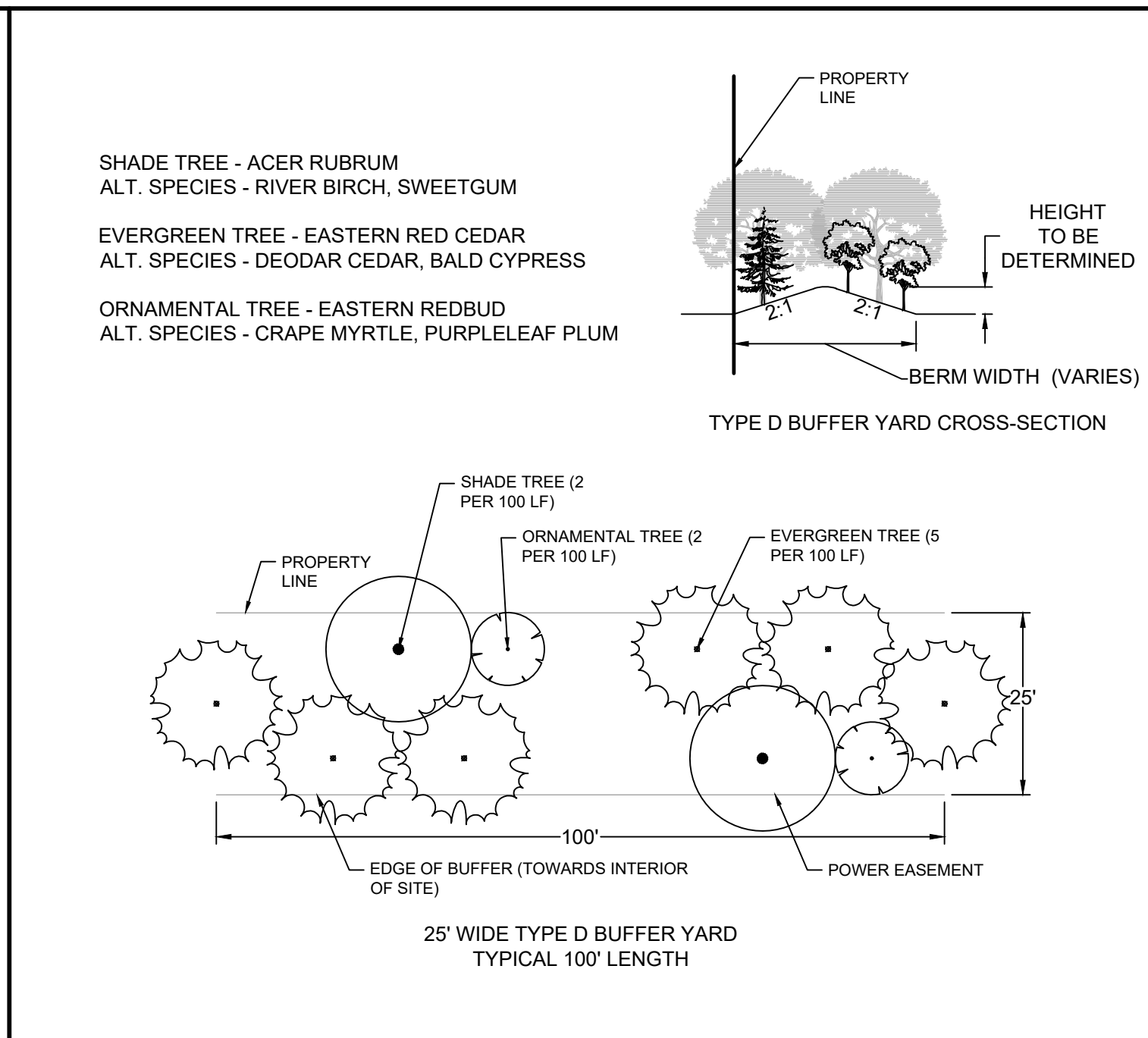
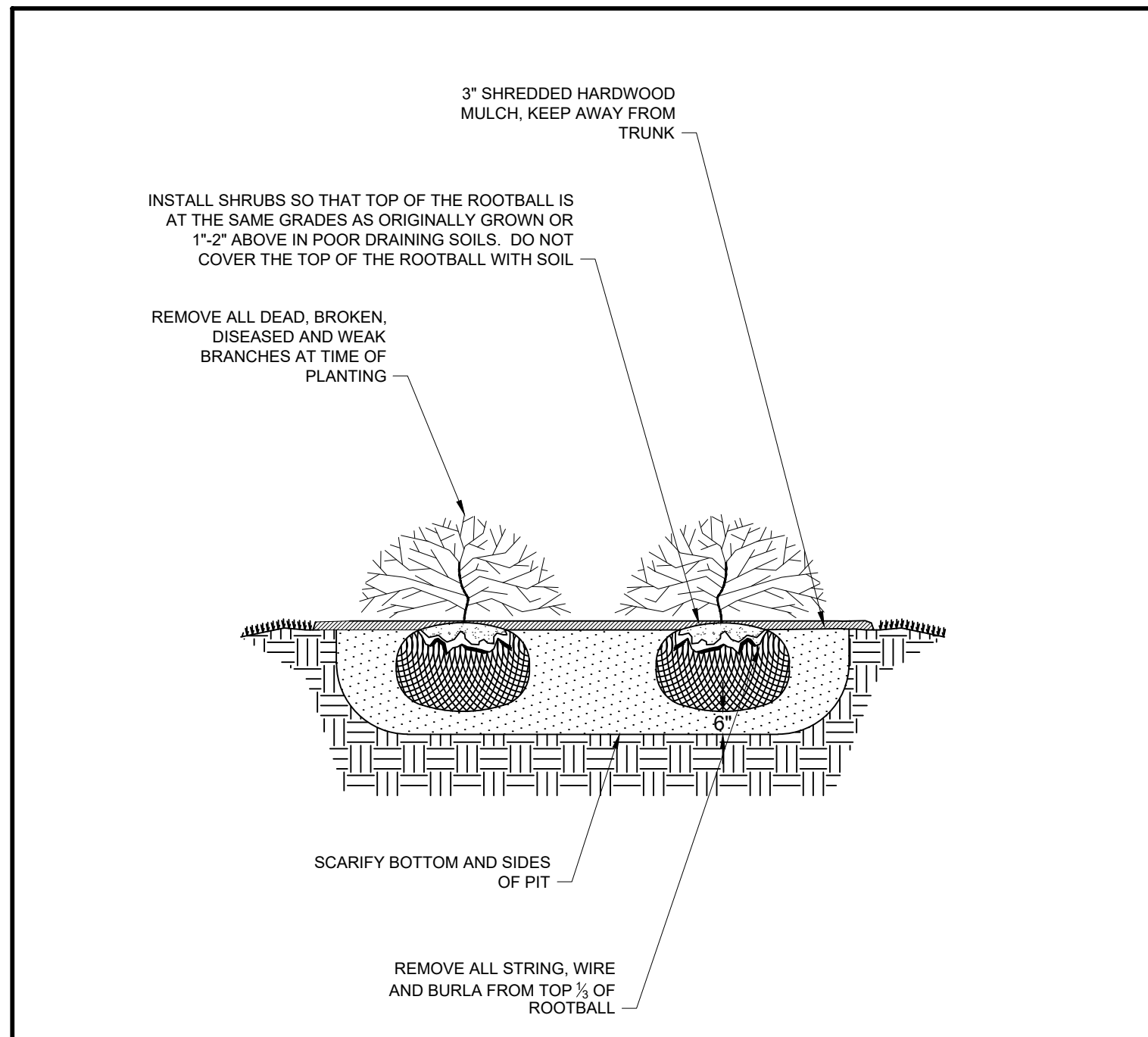
MCKINLEY SUBDIVISION
HARRISBURG, NORTH CAROLINA
PLANTING PLAN

DATE	REVISION DESCRIPTION
11/13/2020	REVISED PER TOWN COMMENTS
06/29/2021	REVISED PER TOWN COMMENTS ^A
07/13/2021	REVISED PER TOWN COMMENTS ^A

DATE	9/15/2020
DRAWN BY	JTH
DESIGNED BY	JTH
CHECKED BY	JTH
SCALE	1" = 200'

NORTH CAROLINA RESOURCE REPORT 10002 MCKINLEY SUBDIVISION HARRISBURG, NORTH CAROLINA PLANTING PLAN	JOB NO. 45805
	SHEET NO. RZ 4.0

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- ## PLANTING NOTES:
1. SIZE AND GRADING STANDARDS OF PLANT MATERIAL SHALL CONFORM TO THE LATEST EDITION OF "USA STANDARDS FOR NURSERY STOCK," BY THE AMERICAN ASSOCIATION OF NURSERYMAN, INC.
 2. ALL ANNUAL/PERENNIAL BEDS SHALL BE AMENDED BY THE CONTRACTOR PER THE SPECIFICATIONS AND RAISED 6" ABOVE EXISTING OR PROPOSED GRADE. CONTRACTOR SHALL PROVIDE TOPSOIL AS REQUIRED TO RAISE GRADES.
 3. CONTRACTOR SHALL MOUND ALL PARKING LOT ISLANDS TO 6" ABOVE BACK OF CURB AT THE CENTER OF ISLAND. CONTRACTOR SHALL SUPPLY AND PLACE ADDITIONAL TOPSOIL IF NECESSARY FOR MOUNDING AS INDICATED ON CONSTRUCTION DOCUMENTS.
 4. CONTRACTOR SHALL MULCH ALL LANDSCAPE BEDS WITH DOUBLE-HAMMERED HARDWOOD MULCH AT MIN 1.5"-2" THICK.
 5. ALL DISTURBED AREAS WITHIN THE PROPERTY NOT INDICATED TO RECEIVE SOO OR MULCH SHALL BE SODED BY THE CONTRACTOR.
 6. CONTRACTOR SHALL REMOVE ALL HARD LUMPS OF CLAY, ROCKS OVER 1" IN DIAMETER, AND ALL CONSTRUCTION DEBRIS INCLUDING GRAVEL, ROOTS, LIMBS AND OTHER DELETERIOUS MATERIAL WHICH WOULD BE HARMFUL, OR PREVENT PROPER ESTABLISHMENT AND/OR MAINTENANCE OF PLANTING AREAS.
 7. IN AREAS WHERE CONSTRUCTION GRAVEL IS EMBEDDED IN THE SOIL, CONTRACTOR SHALL REMOVE CONTAMINATED SOIL TO A DEPTH OF 6" AND FILL WITH CLEAN TOPSOIL. CONTRACTOR SHALL IMPORT TOPSOIL AT NO CHARGE TO OWNER IF REQUIRED TO FILL THESE EXCAVATIONS.
 8. CONTRACTOR SHALL RESEED LAWN AREAS DAMAGED DUE TO PLANT MATERIAL INSTALLATION.
 9. CONTRACTOR SHALL REPAIR ANY PAVERS OR HARDSCAPE DAMAGED DUE TO PLANT MATERIAL INSTALLATION.
 10. ALL PLANT MATERIAL & INSTALLATION TECHNIQUES SHALL CONFORM TO THE LATEST STANDARDS BY THE AMERICAN ASSOCIATION OF NURSERYMAN, INC.
 11. CONTRACTOR SHALL COORDINATE PLANTING PLAN WITH ALL CIVIL DRAWINGS AND LOCATE ALL UNDERGROUND UTILITIES PRIOR TO PLANTING.
 12. ALL CHANGES OR FIELD SUBSTITUTIONS SHALL BE APPROVED BY LANDSCAPE ARCHITECT.
 13. CONTRACTOR SHALL REMOVE TOP 4" OF EXISTING SOIL WITHIN PLANTING BEDS AND REPLACE WITH PRECONDITIONED SOIL WITH APPROPRIATE PERCENTAGE OF ORGANIC CONTENT FOR OPTIMUM DRAINAGE SUCH AS "GARDEN MAX" SOILS FROM BLUE MAX MATERIALS, BLACK WONDER 5000 BY SIDES SEEDING OR AN APPROVED EQUAL. CONTRACTOR TO TILL IN AMENDED SOIL IN ALL BEDS TO A DEPTH OF 12"-18".
 14. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES ON PLANS. DRAWINGS SHALL RULE OVER PLANT SCHEDULES.
 15. HEIGHT AND/OR WIDTH OF PLANT MATERIAL SUPERCEDES CONTAINER SIZE.
 16. ALL ANNUAL BEDS DESIGNATED ON THE PLANTING PLAN SHALL BE DESIGNED AND INSTALLED PER THE LANDSCAPE CONTRACTOR'S DISCRETION DURING THE APPROPRIATE SEASON AT TIME OF PLANTING (WARM OR COOL SEASON) WITH INPUT AND/OR APPROVAL FROM OWNER AND/OR ITS REPRESENTATIVES.
 17. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE ANSI Z300 STANDARD FOR TREE, SHRUB, AND OTHER WOODY PLANT MANAGEMENT-STANDARD PRACTICES.
 18. ALL PLANT STOCK SHALL COMPLY WITH THE CURRENT EDITION OF ANSI Z60.1 AMERICAN STANDARD FOR NURSERY STOCK.
 19. UTILITIES SHALL BE LOCATED BEFORE PLANTING. WWO.NC811.ORG
 20. ANY PROPOSED PRIVATE IRRIGATION SHALL NOT LIE WITHIN UTILITY EASEMENTS OR STREET RIGHT OF WAYS.
 21. PLANTING LOCATIONS WILL BE ADJUSTED TO PROVIDE SUFFICIENT SPACE FOR UTILITIES, EASEMENTS, STREET LIGHTING, TRAFFIC SIGNS, AND SIGHT TRIANGLES. 5' CLEARANCE AROUND ALL SIDES OF FIRE HYDRANTS AND UTILITY APERTURES. ON PAVED STREETS NO TREES SHALL BE PLANTED WITHIN 75' OF APPROACHING A STOP SIGN. NO PLANTS OR SIGNS OVER 2' TALL WITHIN SITE TRIANGLES.
 22. ALL TREES AND THEIR PLANTED LOCATIONS SHALL BE INSPECTED BY TOWN STAFF BEFORE APPROVAL. ANY PLANT MATERIAL WHICH HAS DIED, TURNED BROWN, OR DEFOLIATED PRIOR TO INSPECTION SHALL BE REJECTED.
 23. ALL PLANTING AREAS SHALL MEET THE REQUIREMENTS OF THE TOWN OF HARRISBURG UNIFIED DEVELOPMENT ORDINANCE.
 24. ANY PROPOSED REDESIGN OF THE APPROVED PLANTING PLAN OR PLANT SPECIES SUBSTITUTIONS SHALL BE APPROVED BY THE TOWN ARBORIST BEFORE INSTALLATION.

LANDSCAPE YARDS CALCULATION SUMMARY													
STREET YARD LANDSCAPING													
	LOCATION	LEVEL	LENGTH	WIDTH	SHADE TREES	ORNAMENTAL TREES	LARGE SHRUBS	MEDIUM SHRUBS	SMALL SHRUBS	REQUIRED POINTS/LF	PROVIDED POINTS		
1	LOWER ROCKY RIVER ROAD	1	668'	6'	7 (10)	7 (11)	0	0	0	N/A	N/A (186)		
2	STREET A	1	1619' *	6'	32 (39)	32 (32)	0	0	0	N/A	N/A (576)		
3	STREET B	1	3100' *	6'	67 (100)	67 (50)	0	0	0	N/A	N/A (1488)		
4	STREET C	1	355' *	6'	8 (8)	8 (8)	0	0	0	N/A	N/A (144)		
5	STREET D	1	618' *	6'	12 (12)	12 (15)	0	0	0	N/A	N/A (234)		
6	STREET F	1	3401' *	6'	68 (88)	68 (77)	0	0	0	N/A	N/A (1518)		
7	STREET G	1	1012' *	6'	20 (23)	20 (25)	0	0	0	N/A	N/A (426)		
8	STREET H	1	358' *	6'	7 (7)	7 (7)	0	0	0	N/A	N/A (126)		
9	STREET I	1	600' *	6'	12 (14)	12 (13)	0	0	0	N/A	N/A (246)		
* INCLUDES STREET FRONTAGE ON BOTH SIDES OF NEW STREET. (H) REPRESENTS QUANTITY OF PROPOSED TREES AND/OR SHRUBS.													
BUFFER YARD LANDSCAPING													
	LOCATION	TYPE	LENGTH	WIDTH	SHADE TREES	ORNAMENTAL TREES	EVERGREEN TREES	EVERGREEN PERCENT (%)	LARGE SHRUBS	MEDIUM SHRUBS	SMALL SHRUBS	REQUIRED POINTS/LF	POINTS
1	SOUTH	D	1672'	25'	33 (33)	33 (33)	84 (84)	56	0	0	0	0.9	1505 (1602)
2	SOUTH	D	3366'	25'	67 (67)	67 (67)	168 (168)	56	0	0	0	0.9	3029 (3222)
3	SOUTH	D	7540'	50'	151 (151)	151 (302)	377 (528)	56	0	0	0	1.2	9048 (9054)
4	WEST	D	1711'	50'	34 (34)	34 (68)	86 (102)	56	0	0	0	1.2	2063 (2064)
5	WEST	D	4566'	25'	91 (91)	91 (91)	228 (228)	56	0	0	0	0.9	4109 (4374)
SEE TYPICAL BUFFER SECTIONS, THIS SHEET. PLANT QUANTITIES ARE ESTIMATES BASED ON LENGTH OF BUFFER YARDS. (H) REPRESENTS QUANTITY OF PROPOSED TREES AND/OR SHRUBS. (*) IDENTIFIES BUFFER THAT WILL UTILIZE EXISTING VEGETATION TO MEET PLANTING REQUIREMENTS.													













June 15, 2021

Chris Todd, PE
Senior Project Manager - TIMMONS GROUP
610 East Morehead St., Suite 250
Charlotte, NC 28202

**Re: Lower Rocky River/McKinley Subdivision – Cabarrus County, NC – Existing
Conditions Assessment of Natural Heritage Area**

Dear Chris,

The information presented in this report is an Existing Conditions Assessment of the yellow shaded area within the property boundary of the subject site “McKinley Subdivision” on the attached map supplied by Timmons Group. This area was formerly included as part of a Cabarrus County Natural Heritage site identified as “Reedy Creek Knoll and Beaver Pond” as published in “An Inventory of The Significant Natural Areas of Cabarrus County, North Carolina, 2002” (Figure 1). I have created a new map that shows the results of my current site assessment along with reference to the original NHP study area (Figure 2).

Introduction:

As one of the field botanists on the team that performed the Cabarrus County Natural Heritage Inventory, I participated in the site inventory for the Reedy Creek Knoll and Beaver Pond (RCKBP) in 1998 and wrote the species list and site description that appear in the 2002 published report. I drew the original site map overlain on a USGS Quadrangle map as published in the report. This was before the advent of GPS/GIS or digital mapping, and our maps were produced to reflect the general extent of the site that was surveyed as a whole. The general outline on the original map is geographical, not based on property or physical boundaries.

As part of the permitting process for the proposed development I am providing a current assessment of the portion of the RCKBP site that occurs on the McKinley subdivision property.

Existing Conditions Assessment:

Natural communities are defined as “a distinct and reoccurring assemblage of populations of plants, animals, bacteria, and fungi naturally associated with each other and their physical environment” (The Nature Conservancy 1981). In North Carolina

these natural communities have been categorized and described by Michael P. Schafale and Alan S. Weakley in “Classification of the Natural Communities of North Carolina – Third Approximation”. Classification of natural communities is useful and facilitates prioritization, study, and management of natural areas. Placing communities into categories allows their complexity to be broken down into more manageable units, however, it must be noted that the categories are fairly broad and contain variation within them. Most environmental factors that determine communities vary over continuous gradients and any boundaries defined for community types are artificial and somewhat arbitrary.

The assessed area on the McKinley Subdivision is covered with a **Basic Oak-Hickory Forest** natural community on the uplands and slope, and grades into a **Piedmont/Low Mountain Alluvial Forest** natural community in the stream corridor.

Basic Oak-Hickory Forest natural community type covers dry-mesic Piedmont forests with less acidic and more fertile soils than typical, associated with mafic or intermediate crystalline rocks or occasionally calcareous sedimentary rocks. The moisture regime is dry to dry-mesic. Under natural conditions these forests are uneven-aged, with old trees present.

Piedmont/Low Mountain Alluvial Forests are forests of narrow floodplains, either on small streams or on large rivers where the floodplain is narrowed by bedrock. Flooding is of shorter duration and more variable than on larger floodplains. These forests contain a mixture of alluvial and upland species.

The condition and overall quality of the area on the proposed subdivision is good, with relatively little recent disturbance, however, offsite portions of the original RCKBP have been destroyed by clear-cut timbering and other unknown human caused disturbance.

Summary of Findings:

A good portion of the historically significant RCKBP site as described in the NHP report is not on the McKinley Subdivision site but is on the adjacent property to the west that has since been heavily disturbed by clear-cut timbering. What remains on the McKinley Subdivision site is an un-cut portion of the knoll with the small, westerly flowing stream and wetland corridor, both of good quality natural community types relative to Cabarrus County, but not rare or unusual from other sites with similar characteristics.

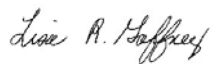
The two main features that made the original RCKPB area significant on the county level in 1998 were the size of continuous, relatively undisturbed habitats as a whole regardless of property lines, and the large wetland complex and beaver impoundments along the northerly flowing tributary on the property to the west of the McKinley Subdivision Site. Although that area was not assessed as part of this study, a review of aerial photography available from several sources indicates that the offsite

area was clear-cut to the property line in 2017. The site to the east of the McKinley Subdivision site near the pond appears to have been disturbed as well, further reducing the overall size of the original RCKBP site. The extreme disturbance, exclusion/fragmentation of off-site beaver impoundments, and reduction in size of the original site could affect the status of what remains on the McKinley Subdivision site if it were to be re-evaluated for a Natural Heritage Program update.

Conclusion:

- There are no rare, threatened, endangered, or protected species or habitats occurring on the site.
- The size and scope of the original Reedy Creek Knoll and Beaver Pond (RCKBP) Natural Heritage site have been significantly reduced by clear-cut timbering and other unknown human disturbance. The Natural Communities on the remnant of the Natural Heritage area on the planned McKinley Subdivision site are of good quality, but the balance of the area that remains has very little environmental or biological importance *from a Natural Heritage Program perspective*. In other words, the current extent of the undisturbed slope and stream corridor would not meet the minimum criteria to qualify as a "significant" natural heritage site on the county level.
- All natural areas have an inherent value, however, in my assessment, the McKinley Subdivision site plan as designed will not destroy any sensitive, rare, or environmentally significant areas.

Respectfully submitted,



Lisa R. Gaffney
Biologist/Botanist

Cc: Len Rindner

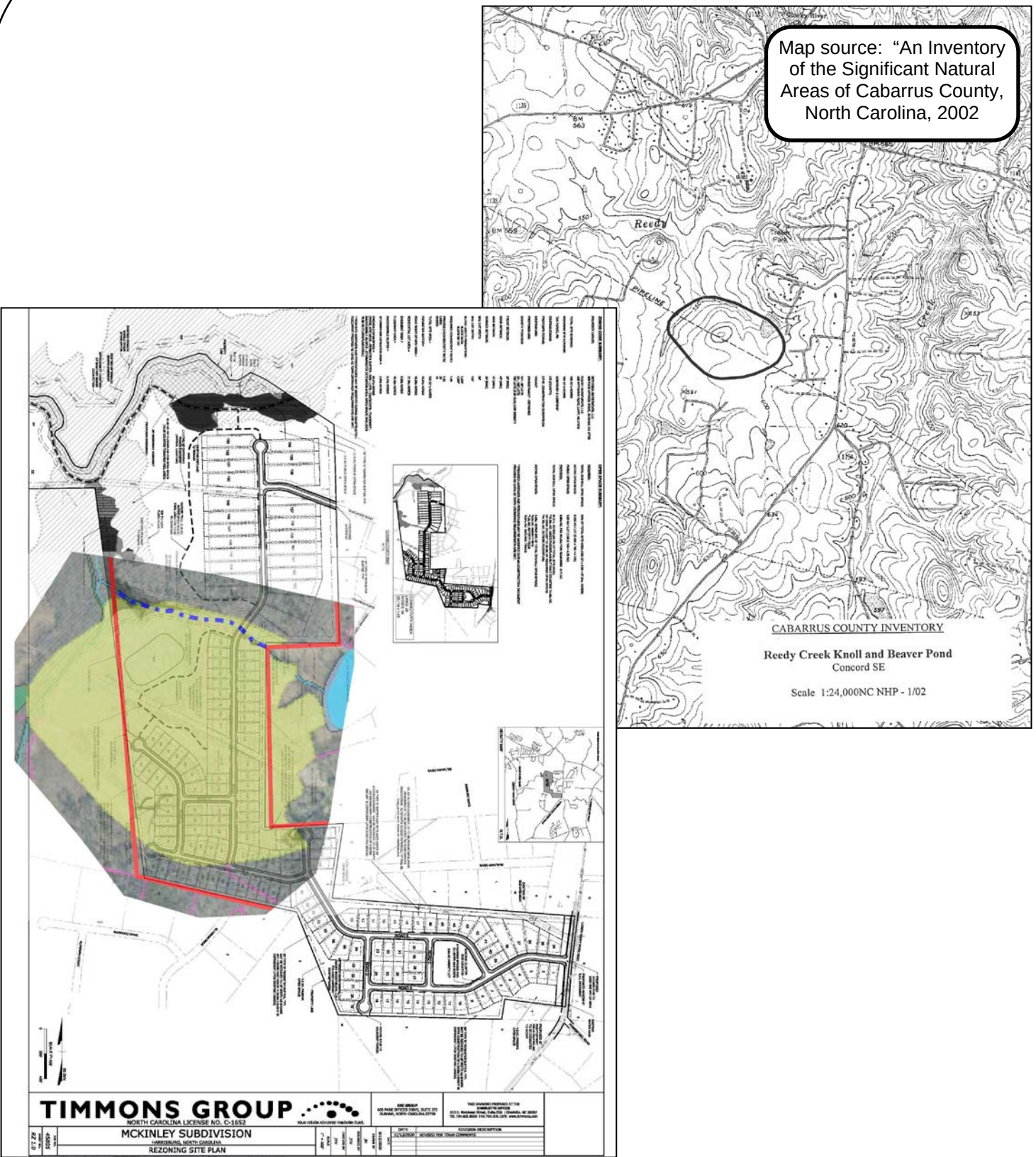


FIGURE NO. 1	WEPG Wetlands and Environmental Planning Group Leonard S. Rindner, PLLC. len.rindner@wetlands-epg.com (704) 904-2277 www.wetlands-epg.com	MCKINLEY SUBDIVISION Cabarrus County, NC	Drawn By: LRG	Reviewed By: LSR	Date: 06/14/21
	NATURAL COMMUNITIES ASSESSMENT FOR STUDY PURPOSES ONLY	Prepared for: TIMMONS GROUP			

APPROXIMATE MAP – EXISTING CONDITIONS STUDY, JUNE 2021

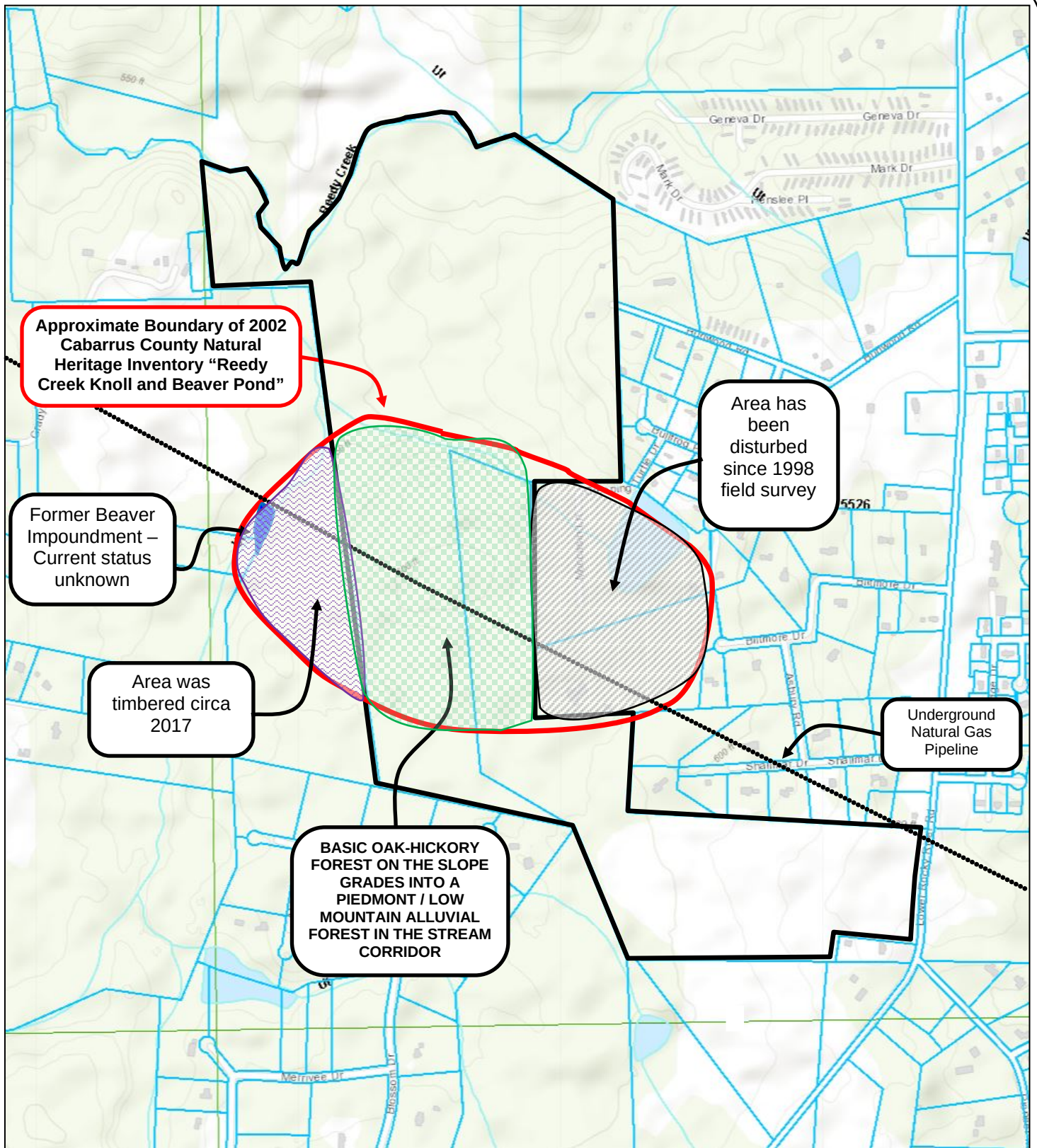


FIGURE NO.
2

WEPG

Wetlands and Environmental Planning Group
Leonard S. Rindner, PLLC.

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www.wetlands-epg.com

MCKINLEY SUBDIVISION

Cabarrus County, NC

NATURAL COMMUNITIES ASSESSMENT

FOR STUDY PURPOSES ONLY

Drawn By:

LRG

Reviewed By:

LSR

Date:

06/14/21

Prepared for: **TIMMONS
GROUP**

McKinley Subdivision - Lower Rocky River Road

February 18, 2021

Attendees:

Al and Angela Allen 1203 Shalimar Drive

Questions:

Tracy Thompson - Concerns about runoff and traffic. Widen to which side of the road?

Stormwater treatment per DEQ requirements, storm system to pick up drainage. TIA by KHA, hired by Town. Have to meet site distance requirements by NCDOT. Actual driveway location may shift a little but location is close. Different ways to widen road (symmetrical/asymmetrical) not determined at this stage. Will be figured out in preliminary plat or CDs.

Angel Allen – Ask that City has looked at Lower Rocky River Road traffic and Rocky River Road.

Improvement required at RRR and LRRR. Other intersections were looked at and TIA requires improvements at other intersections.

Price point of homes and size of homes.

Builder is not under contract yet, so price point is not none. Size is probably 3,000-5,000sf.

Indian burial ground.

We are not aware of this. It did not come up in our research. We did seek input from natural and cultural resources from the state. This did not come up with them either.

Swampy land a concern?

No. Geotech engineer will be involved. Suitable soil may need to be brought in, in some cases. This area is not the area that had been a potential park.

Where would development start?

Start homes at LRRR, then work towards the back. Sewer will need to be extended to the creek.

Chris Guessler

Traffic. Why was study during pandemic?

Looked at traffic counts from several years ago and used a growth pattern (2%) to get a traffic number for the model. TIA preCOVID and this TIA and compare at the next Council meeting.

Concern about impact to wells from blasting rock.

Fire marshal and Town engineer will hold applicant responsible.

Issues with Burlwood and sharp corner.

Requirement of TIA is to bring Burlwood to current standards.

Two hundred year old oak trees.

Who pays for it if they are taken down. 153 total heritage trees. Saving 100 of them. If tree is inside of NCDOT R/W and needs to take it down for improvements, developer would pay for. It is not know at this time if the tree would need to be removed.

What do you do if an eagle is nesting in the tree?

We would need to get environmental consultant involved.

Shirley Wiseman –

Town requires 50' wide buffer that may be reduced to 25' with a berm. Parts of the site have 50' or more. Other areas are 25'

Melanie Freeman – TIA cannot make things worse. No way to measure worse, only letter grades. If already failed you can't measure that traffic is making it worse.

There are numerous tables and charts within the letter grades of LOS to determine if the intersection failed more than it is currently failing. Not all Bs are the same. Town requirement is that any impact at all has to mitigated.

50'-25' – Access off of LRR. Plan destroys countryside view/feel that neighborhood wants. Want more realistic photos of homes (no trees).

Lots close to LRRR. Very little frontage. New R/W and then 50' before first home that would be planted and have entry monument. Some homes would keep existing vegetation and photos would be realistic. Photos represent homes after vegetation is mature.

Creek floods. Greenway wouldn't be usable.

That is not uncommon for greenways. Greenways are typically built along rivers and streams and sometimes they can get flooded.

Matt – Spoke to Mark Eisenbeis.

Mark was our client on the previous rezoning attempt. They decided not to pursue the project.

Currently CR, Harrisburg would be RE. Avoiding natural features. Neighboring lots should be bigger than existing lots. 4 natural heritage areas. How are you saving heritage trees?

Referring to illustrations in ordinance. CR and LR is also allowable as long as you maintain density. Heritage tree locations not shown on this plan. Timmons to add slides to presentation for public to view.

Removal of wetlands requires state permitting. Just because its on a rezoning plan doesn't mean that the State will allow it.

Spoke to Mark to try to buy wetlands. Wants to get in touch with owner.

How will you mitigate runoff? Have you studied the creek?

Have to meet state requirements during construction to protect the streams.

How will you patrol the greenway to keep crime down?

Town doesn't patrol 24/7. There is belief that trails bring crime but the Town doesn't see that here. Town will have to look into the issue if it arises.

Clear cutting with climate change?

Goal is to preserve as many trees as possible.

Steve Dorton – Estate lots in wooded area. Runoff will be significant

1 acre lots. Home towards the front, but rear of lots will likely remain untouched.

Matt – why not all estate size lots.

Cost of land dictates the lot yield necessary to make the project work. Multiple price points for buyers.

Angela – Traffic issue. RRR and LRRR is not the bottle neck But issue is RRR and getting to 485.

How can you not account for all of corridor in model.

The TIA studied LRRR and RRR. The other project may have studied further. Upgrading corridors is up to the state and would be part of a CIP. We were not required to study RRR other than the intersection.

It does not violate ordinance requirement. Analyzing the full corridor is not driven by a project. The TIA is to mitigate the impacts of the project.

Why can BMP be placed in wetlands? What study?

State doesn't allow that. USACE will issue permit for wetland removal.

Why is Harrisburg annexing?

Harrisburg is within Harrisburg planning growth area.

**Traffic Impact Analysis UPDATE for
Lower Rocky River Road
Harrisburg, North Carolina**

Prepared for:

**Town of Harrisburg
Harrisburg, North Carolina**

Prepared by:

**Kimley-Horn and Associates, Inc.
NC License #F - 0102
200 South Tryon Street, Suite 200
Charlotte, North Carolina 28202
(704) 333-5131**



Laura N Reid

07/12/21

**July 2021
018536039**

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1.0 Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to evaluate the vehicular traffic impacts on the surrounding transportation infrastructure as a result of the proposed Lower Rocky River Road development. The primary objectives of the study are:

- To estimate trip generation and distribution for the proposed development.
- To perform intersection capacity analyses for the identified study area.
- To determine the potential traffic impacts of the proposed development.
- To identify improvements to mitigate the proposed development's traffic impacts.

The proposed Lower Rocky River Road development is located in the northeast quadrant of the Lower Rocky River Road and Pioneer Mill Road intersection in Harrisburg, North Carolina. Based on the site plan provided by the applicant, the proposed development is currently envisioned to consist of 165 single-family homes.

For the purposes of this TIA, a build-out year of 2024 was considered. Based on the provided site plan and information provided by the applicant, the proposed development will be accessed via one new full-movement driveway approximately 450 feet north of Pioneer Mill Road.

The proposed development also has a planned connection to Burlwood Road.

A TIA scoping meeting was held with the Town of Harrisburg and representatives of the applicant virtually on September 10, 2020, to obtain background information and to ascertain the scope and parameters to be included in this TIA. A Memorandum of Understanding (MOU) was developed based on discussions from this meeting that documented all scoping parameters to be used for the TIA and was reviewed and agreed upon by the Town of Harrisburg and the applicant. Additionally, North Carolina Department of Transportation (NCDOT) reviewed and approved the MOU, which is included in the **Appendix**.

The following AM and PM peak-hour scenarios were analyzed to determine the proposed development's transportation impacts on the surrounding network:

- 2020 Existing Conditions
- 2024 Background Conditions
- 2024 Build-out Conditions

Based on coordination with the Town, NCDOT, and the Applicant, this TIA evaluated operations under each of the AM and PM peak-hour scenarios above for the following study area intersections:

1. Lower Rocky River Road and Rocky River Road
2. Lower Rocky River Road and Pine Grove Church Road
3. Lower Rocky River Road and Pioneer Mill Road
4. Lower Rocky River Road and Burlwood Road
5. Lower Rocky River Road and Hickory Ridge Road
6. Lower Rocky River Road and Site Access

Kimley-Horn was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and set forth by the *Town of Harrisburg Unified Development Ordinance – Appendix F*), and to identify transportation improvements that may be required to

mitigate these impacts. This report presents trip generation, distribution, capacity analyses, and identified transportation improvements required to mitigate anticipated traffic demands produced by the subject development.

Based on the capacity analyses performed at each of the identified study intersections, along with review of the auxiliary turn-lane warrants contained herein, the following improvements have been identified to mitigate the impact of the proposed development on the adjacent street network:

Lower Rocky River Road and Rocky River Road

- Construction of a westbound left-turn lane along Rocky River Road with a minimum of 250 feet of storage.
- Implementation of permitted-overlap phasing on the northbound right-turn lane.

Eastbound right-turn lane is proposed to be constructed by the Hickory Ridge Road (HRR) development. This lane will be required mitigation for this development if not committed by the HRR development.

Lower Rocky River Road and Pine Grove Church Road

- Construction of a westbound right-turn lane along Pine Grove Church Road with a minimum of 100 feet of storage.
- Construction of a southbound left-turn lane along Lower Rocky River Road with a minimum of 150 feet of storage.

Lower Rocky River Road and Burlwood Road

- Construction of a northbound left-turn lane along Lower Rocky River Road with a minimum of 100 feet of storage.
- Upgrade the existing section of Burlwood Road to provide a 20 foot asphalt pavement section (minimum).

Lower Rocky River Road and Pioneer Mill Road

- Construction of a southbound left-turn lane along Lower Rocky River Road with a minimum of 100 feet of storage.
- Construction of a three-lane section along Lower Rocky River Road between Pioneer Mill Road and the Site Access.

Lower Rocky River Road and Site Access

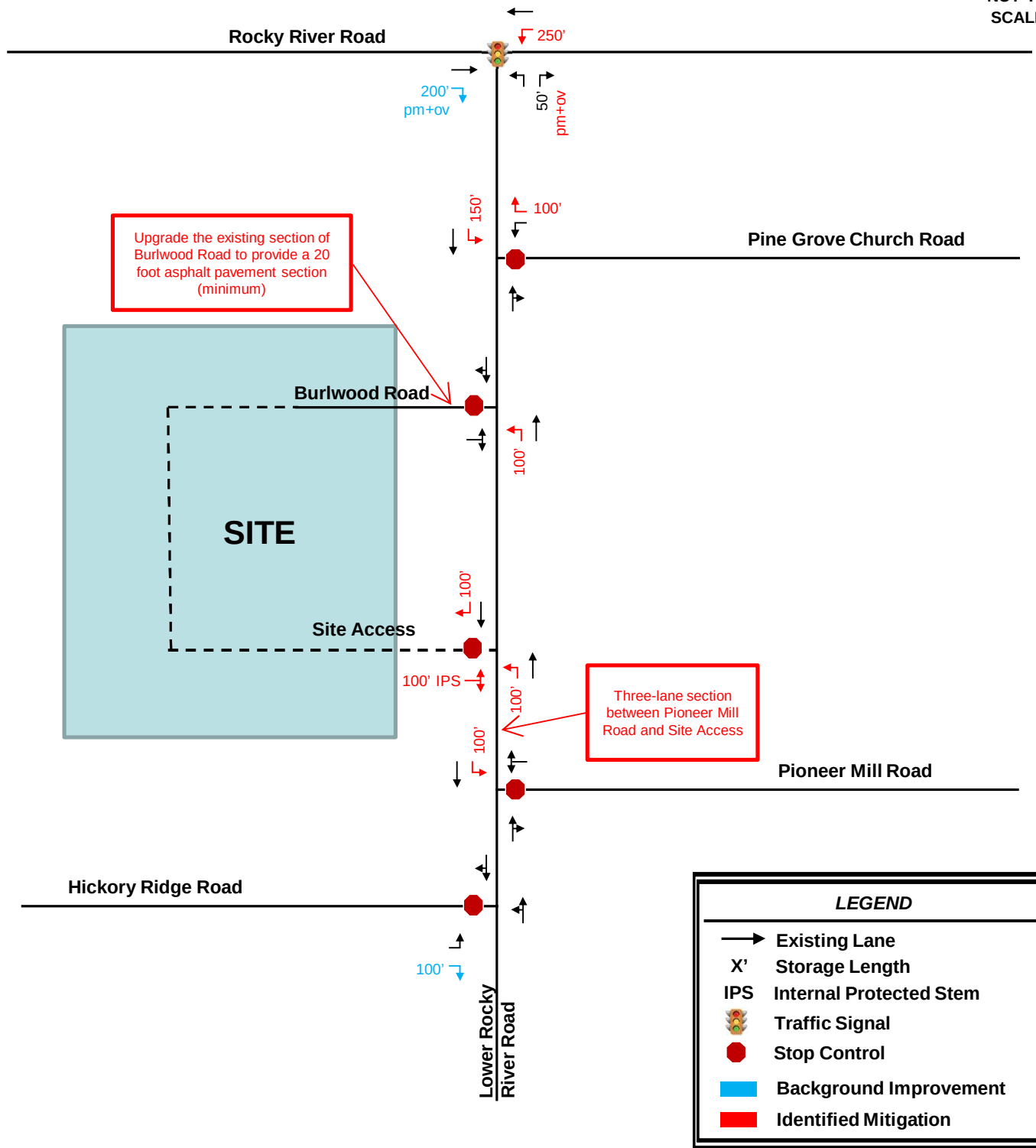
- Construction of the eastbound approach with one ingress & one egress lane and an internal protected stem of 100 feet.
- Construction of a southbound right-turn lane along Lower Rocky River Road with a minimum storage length of 100 feet.
- Construction of a northbound left-turn lane along Lower Rocky River Road with a minimum storage length of 100 feet.
- Construction of a three-lane section along Lower Rocky River Road between Pioneer Mill Road and the Site Access.

The mitigation improvement identified within the study area are shown in **Figure 1.1**. The improvements shown on this figure are subject to approval by NCDOT and the Town of Harrisburg.

All additions and attachments to the State and Town roadway system shall be properly permitted, designed and constructed in conformance to standards maintained by the agencies.



NOT TO SCALE



2.0 Introduction

The proposed Lower Rocky River Road development is located in the northeast quadrant of the Lower Rocky River Road and Pioneer Mill Road intersection in Harrisburg, North Carolina. Based on the site plan provided by the applicant, the proposed development is currently envisioned to consist of 165 single-family homes.

For the purposes of this TIA, a build-out year of 2024 was considered. Based on the provided site plan and information provided by the applicant, the proposed development will be accessed via one new full-movement driveway approximately 450 feet north of Pioneer Mill Road.

The proposed development also has a planned connection to Burlwood Road.

A TIA scoping meeting was held with the Town of Harrisburg and representatives of the applicant virtually on September 10, 2020, to obtain background information and to ascertain the scope and parameters to be included in this TIA. A Memorandum of Understanding (MOU) was developed based on discussions from this meeting that documented all scoping parameters to be used for the TIA and was reviewed and agreed upon by the Town of Harrisburg and the applicant. Additionally, North Carolina Department of Transportation (NCDOT) reviewed and approved the MOU, which is included in the **Appendix**.

Kimley-Horn was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and set forth by *Town of Harrisburg Unified Development Ordinance – Appendix F*), and to identify transportation improvements that may be required to mitigate these impacts. This report presents trip generation, distribution, capacity analyses, crash analyses and identified transportation improvements required to mitigate anticipated traffic demands produced by the subject development.

3.0 Existing Traffic Conditions

Existing traffic conditions were coordinated with Town of Harrisburg and NCDOT staff and collected through field observations and previously collected turning-movement counts to establish the existing conditions baseline analysis.

3.1 STUDY AREA

Based on coordination with the Town, NCDOT and the applicant, the study area for this TIA includes the following existing intersections:

1. Lower Rocky River Road and Rocky River Road
2. Lower Rocky River Road and Pine Grove Church Road
3. Lower Rocky River Road and Pioneer Mill Road
4. Lower Rocky River Road and Burlwood Road
5. Lower Rocky River Road and Hickory Ridge Road

Figure 3.1 shows the study area intersections and the site location, **Figure 3.2** shows the proposed site plan for the development as provided by the applicant and **Figure 3.3** shows the existing roadway geometry at the study intersections.

The primary roadways in the vicinity of the site are Lower Rocky River Road, Rocky River Road, Pine Grove Church Road, Pioneer Mill Road, Burlwood Road, and Hickory Ridge Road.

Rocky River Road is currently a two-lane, undivided major collector west of the Lower Rocky River Road intersection and carries an annual average daily traffic (AADT) volume of 11,000 vehicles per day (vpd) based on 2019 NCDOT AADT data. To the east of the Lower Rocky River intersection, it is a two-lane, undivided minor arterial and carries a volume of 8,000 vpd based on 2019 NCDOT AADT data. Rocky River Road has a posted speed limit of 45 miles per hour (mph) throughout the study area.

Lower Rocky River Road is currently a two-lane, undivided minor collector with a posted speed limit of 45 mph in the vicinity of the proposed development. Lower Rocky River Road carries an AADT volume of 4,800 vpd south of Pine Grove Church Road and 2,700 vpd south of Pioneer Mill Road based on 2019 AADT data.

Pine Grove Church Road is currently a two-lane, undivided local road with a posted speed limit of 45 mph in the study area. Pine Grove Church Road carries an AADT volume of 3,200 vpd based on 2019 NCDOT AADT data.

Burlwood Road is currently a two-lane, undivided local road with a posted speed limit of 35 mph in the vicinity of the proposed development. Burlwood Road does not have an available NCDOT AADT volume.

Pioneer Mill Road is currently a two-lane, undivided local road with a posted speed limit of 45 mph within the study area. Pioneer Mill Road does not have an available NCDOT AADT volume.

Hickory Ridge Road is currently a two-lane, undivided local road with a posted speed limit of 45 mph in the vicinity of the proposed development. Hickory Ridge Road carries an AADT volume of 1,400 vpd north of Lower Rocky River Road based on 2019 AADT data.

3.2 EXISTING TRAFFIC VOLUME DEVELOPMENT

Due to COVID-19 and associated impacts to work and school schedules at the time of this TIA, it was determined that new peak-hour turning movement counts may not be indicative of “typical” traffic operations. Existing traffic volumes were determined based on the alternative methodology outlined below and as documented in the approved MOU (included in the **Appendix**).

AM (7:00-9:00 AM) and PM (4:00-6:00 PM) intersection turning-movement, heavy-vehicle, pedestrian and bicycle counts were collected by National Data and Surveying (NDS) on Thursday, April 24, 2018, at the following intersections:

- Lower Rocky River Road and Rocky River Road
- Lower Rocky River Road and Pine Grove Road
- Lower Rocky River Road and Pioneer Mill Road
- Lower Rocky River Road and Hickory Ridge Road

Existing traffic counts were grown based on historic AADTs in the study area. Growth rates for each roadway can be seen in **Table 3.1** below.

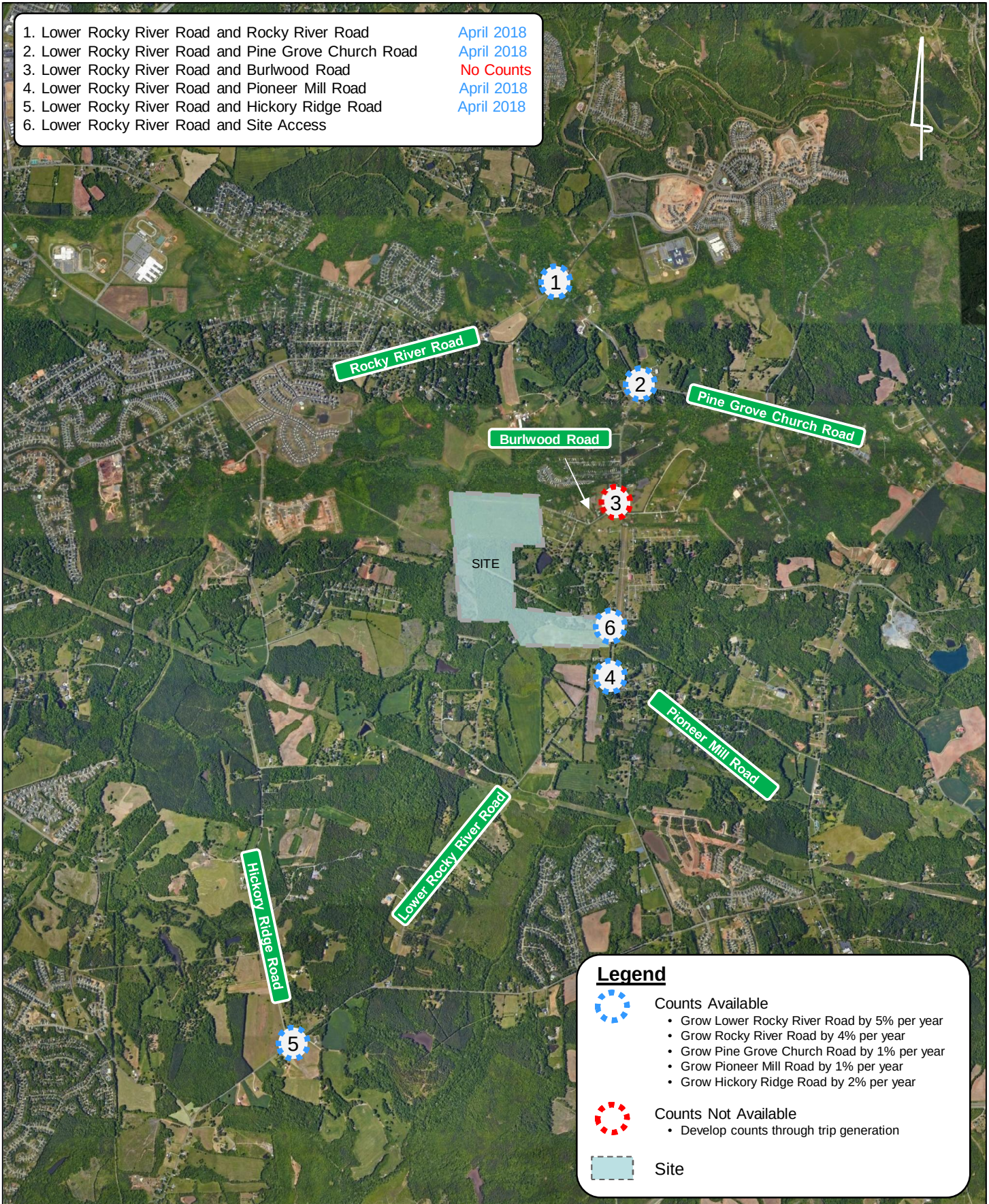
Table 3.1 - Count Growth Methodology			
Study Area Intersection	Count Date	Source	Methodology to determine 2020 traffic volumes
Lower Rocky River Road at Rocky River Road	4/24/18	NDS	• Grow Rocky River Road by 4% per year • Grow Lower Rocky River Road by 5% per year
Lower Rocky River Road at Pine Grove Road	4/24/18	NDS	• Grow Lower Rocky River Road by 5% per year • Grow Pine Grove Road by 1% per year
Lower Rocky River Road at Pioneer Mill Road	4/24/18	NDS	• Grow Lower Rocky River Road by 5% per year • Grow Pioneer Mill Road by 1% per year
Lower Rocky River Road at Hickory Ridge Road	4/24/18	NDS	• Grow Hickory Ridge Road by 2% per year • Grow Lower Rocky River Road by 5% per year

NDS – National Data & Surveying Services (traffic count subconsultant)

A historic peak-hour turning movement count was not available at the intersection of Lower Rocky River Road and Burlwood Road. To determine existing traffic volumes at this intersection, trip generation rates published in *Trip Generation* (Institute of Transportation Engineers, 10th Edition) were used to calculate traffic volumes entering and exiting the existing residential road. Based on review of aerial imagery, a trip generation was performed for 30 homes on Burlwood Road. Calculated trips were then assigned as turning movements based on existing ADTS. Through movements along Lower Rocky River Road were calculated based on traffic volumes at Lower Rocky River Road and Pine Grove Church Road. Hand calculations of these volumes can be found in the **Appendix**.

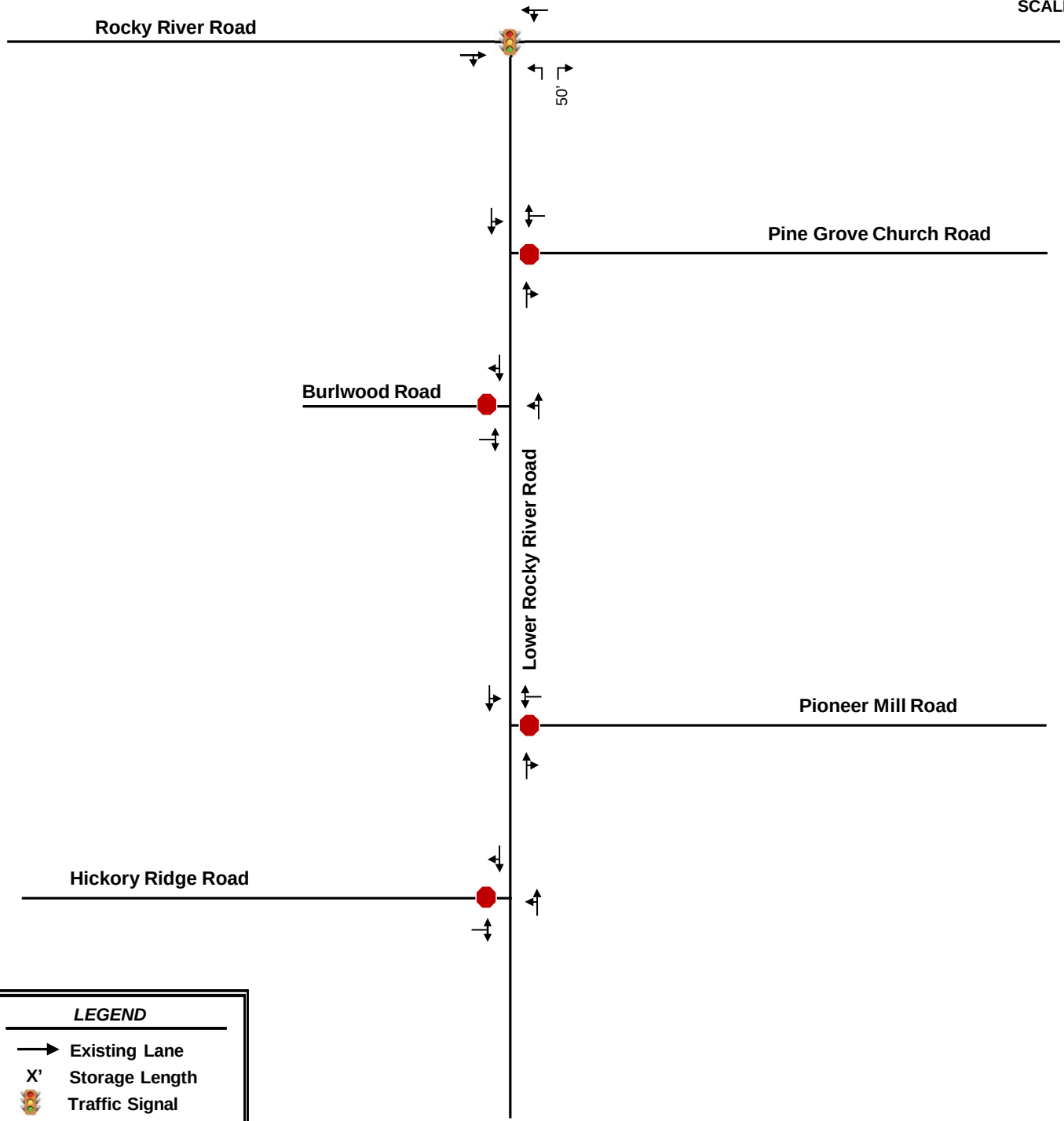
Volume balancing was not performed between the remaining study area intersections due to the presence of driveways and distance between the intersections. Peak-hour intersection turning-movement count data is provided in the **Appendix**. A summary of the count data and methodology can be seen in **Figure 3.1**.

Figure 3.4 illustrates the 2020 existing AM and PM peak-hour traffic volumes.



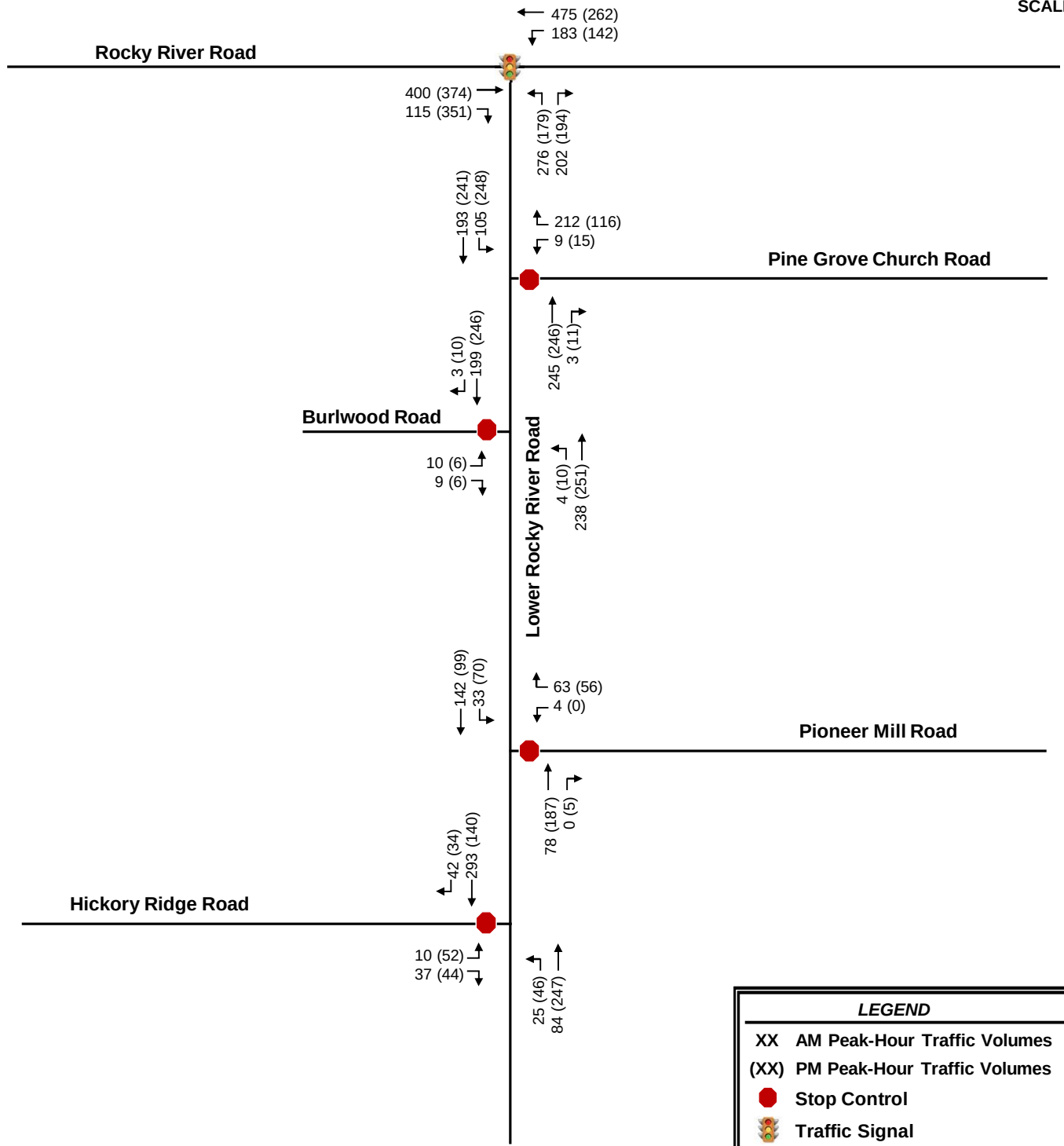


NOT TO
SCALE





NOT TO
SCALE



4.0 Background Traffic Volume Development

Projected background (non-project) traffic is defined as the expected growth or change in traffic volumes on the surrounding roadway network between the year the existing counts were collected and the expected build-out year absent the construction and opening of the proposed project. This includes both non-specific general growth based on historical increase in local traffic volumes (historical background growth), along with specific growth and/or change in traffic volumes caused by either approved, but not yet fully-constructed, off-site developments and/or planned transportation projects specifically identified within the vicinity of the proposed development.

4.1 HISTORICAL BACKGROUND GROWTH TRAFFIC

Historical background growth is the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area, and accounts for growth that is independent of specific off-site developments or planned transportation projects. Historical background growth traffic is calculated using an annual growth rate, which is applied to the existing traffic volumes up to the future horizon years. For this analysis, an annual growth rate of 2% was applied to the 2020 existing peak-hour traffic volumes to calculate base 2024 background traffic volumes. This methodology was determined based on coordination with Town of Harrisburg and NCDOT staff.

4.2 APPROVED DEVELOPMENTS

At the direction of the Town of Harrisburg and NCDOT staff, ten approved developments that are expected to impact traffic volumes within the study area were included in the background traffic volumes for this TIA. Two additional approved developments were added to the original eight outlined in the approved scoping package. The ten approved developments include:

- Farmington Mixed Use
- Holcombe Woods
- Grantham
- Essex Homes
- Camellia Gardens
- Stallings Road Subdivision
- Addison Park
- SW Cabarrus Elementary School
- Orchid Ridge (previously known as Hickory Ridge Road Development)
- Hickory Ridge Single Family

Per coordination with the Town, all developments were assumed to be 0% built-out at the time of the turning-movement counts.

Volumes for the approved developments were obtained from the following sources:

- Farmington TIA (Davenport, May 2018)
- Holcombe Property TIA (SEPI Engineering and Construction, November 2014)
- Avanti – Robinson Church Road Subdivision TIA (STV Incorporated, November 2014) [Grantham]
- Camellia Gardens TIA (Kimley-Horn, June 2019)
- Stallings Road Subdivision TIA (Kimley-Horn, October 2018)
- New Southwest Elementary School TIA (Kimley-Horn, March 2018)
- Hickory Ridge Road Development TIA (Kimley-Horn, February 2021)

A TIA was not performed for Essex Homes, Addison Park, or Hickory Ridge Single Family. Therefore, trip generation was performed for these sites and project trips associated with these developments were distributed throughout the study area based on the existing turning movement counts.

The following laneage improvements were identified at the intersection of Lower Rocky River Road and Hickory Ridge Road in the *New Southwest Elementary School TIA*:

- Construction of a southbound right-turn lane with 100 feet of storage
- Construction of an eastbound left-turn lane with 150 feet of storage
- Construction of the westbound right-turn lane with 50 feet of storage

Per a letter from the NCDOT Municipal and School Transportation Assistance (MSTA) group and Congestion Management section dated October 11, 2019, construction of these improvements are not committed to be done by the school. Therefore, these improvements associated with the school were not included in the future year conditions.

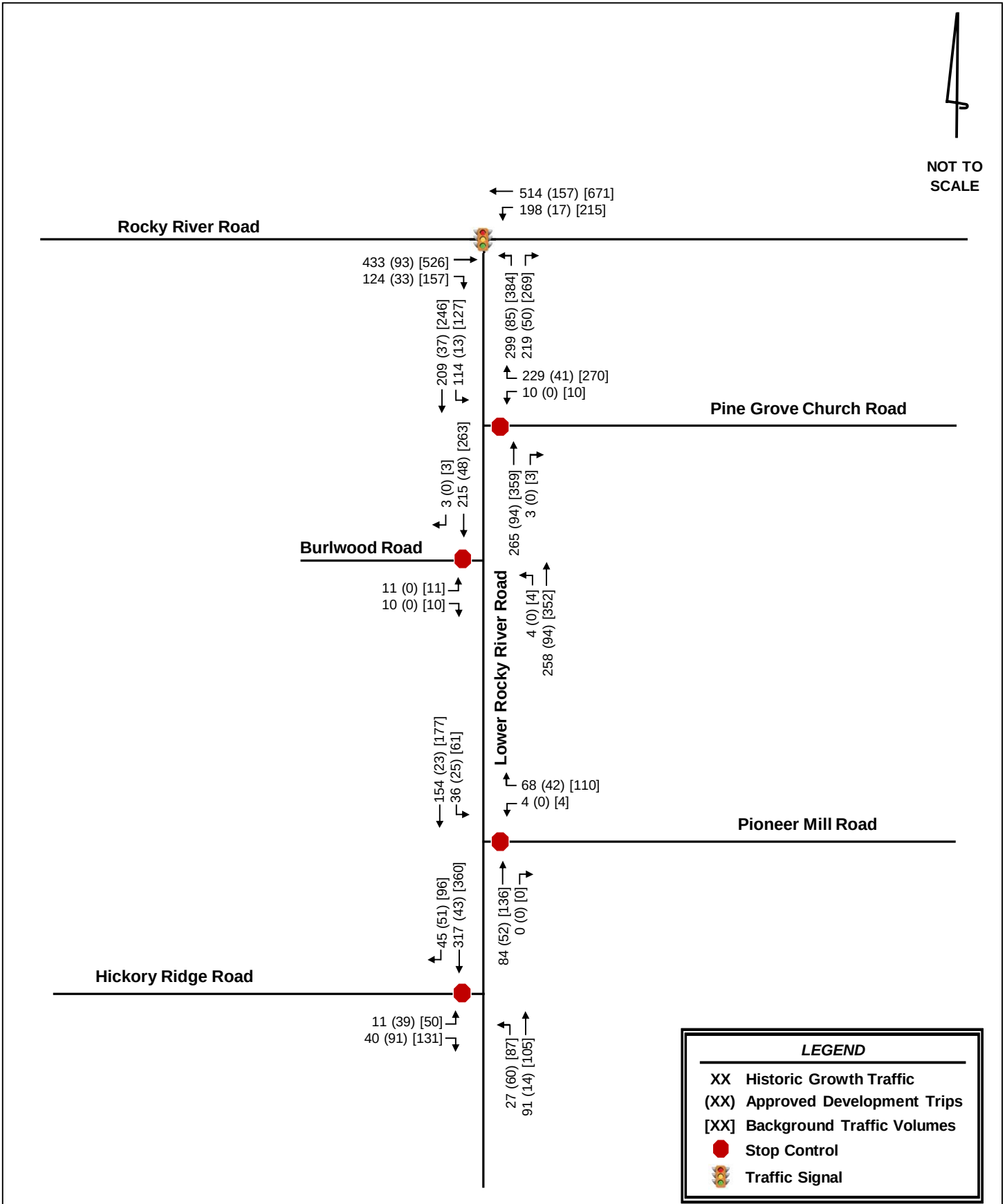
The following laneage improvements were included in all future year conditions at the intersection of Lower Rocky River Road and Rocky River Road based on the identified mitigation in the *Hickory Ridge Road Development TIA* (Orchid Ridge):

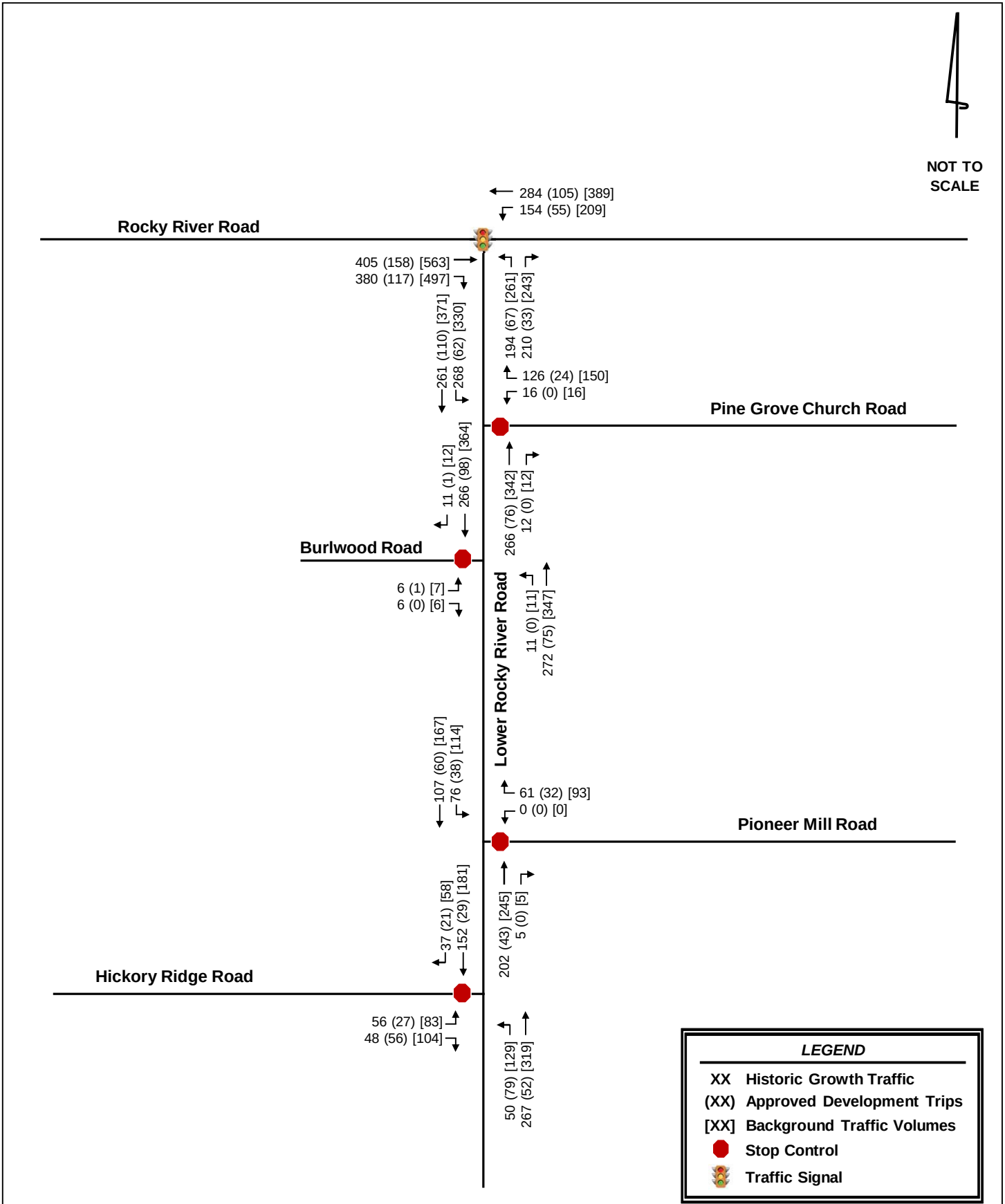
- Construction of an eastbound right-turn lane with 200 feet of storage and permitted-overlap phasing

The following laneage improvements were included in all future year conditions at the intersection of Lower Rocky River Road and Hickory Ridge Road based on the identified mitigation in the *Hickory Ridge Road Development TIA* (Orchid Ridge):

- Construction of an eastbound right-turn lane with 100 feet of storage

Figures 4.1 and 4.2 show the 2024 background AM and PM peak-hour traffic volumes, respectively, that include the historical growth traffic and approved development trips.





5.0 Site Traffic Volume Development

Site traffic developed for this TIA is defined as the vehicle trips expected to be generated and added to the study area by construction of the proposed development, and the distribution and assignment of that traffic throughout the surrounding network.

5.1 SITE ACCESS

For the purposes of this TIA, a build-out year of 2024 was considered. Based on the provided site plan and information provided by the applicant, the proposed development will be accessed via one new full-movement driveway approximately 450 feet north of Pioneer Mill Road.

The proposed development also has a planned connection to Burlwood Road.

5.2 TRAFFIC GENERATION

The traffic generation potential of the proposed development was determined using the trip generation rates published in *Trip Generation* (Institute of Transportation Engineers, Tenth Edition, 2017). Based on the site plan provided by the applicant, the proposed development is currently envisioned to consist of 165 single-family homes.

Table 5.1 summarizes the projected trip generation for the built conditions of the proposed development, respectively. During a typical weekday, upon build-out of the proposed development, it has the potential to generate 122 and 164 net new external trips during the AM and PM peak hours, respectively.

Table 5.1 - Trip Generation										
Land Use		Intensity		Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
	Single-Family Homes	165	DU	1,648	122	31	91	164	103	61
Net New External Trips				1,648	122	31	91	164	103	61

5.3 SITE TRAFFIC DISTRIBUTION AND ASSIGNMENT

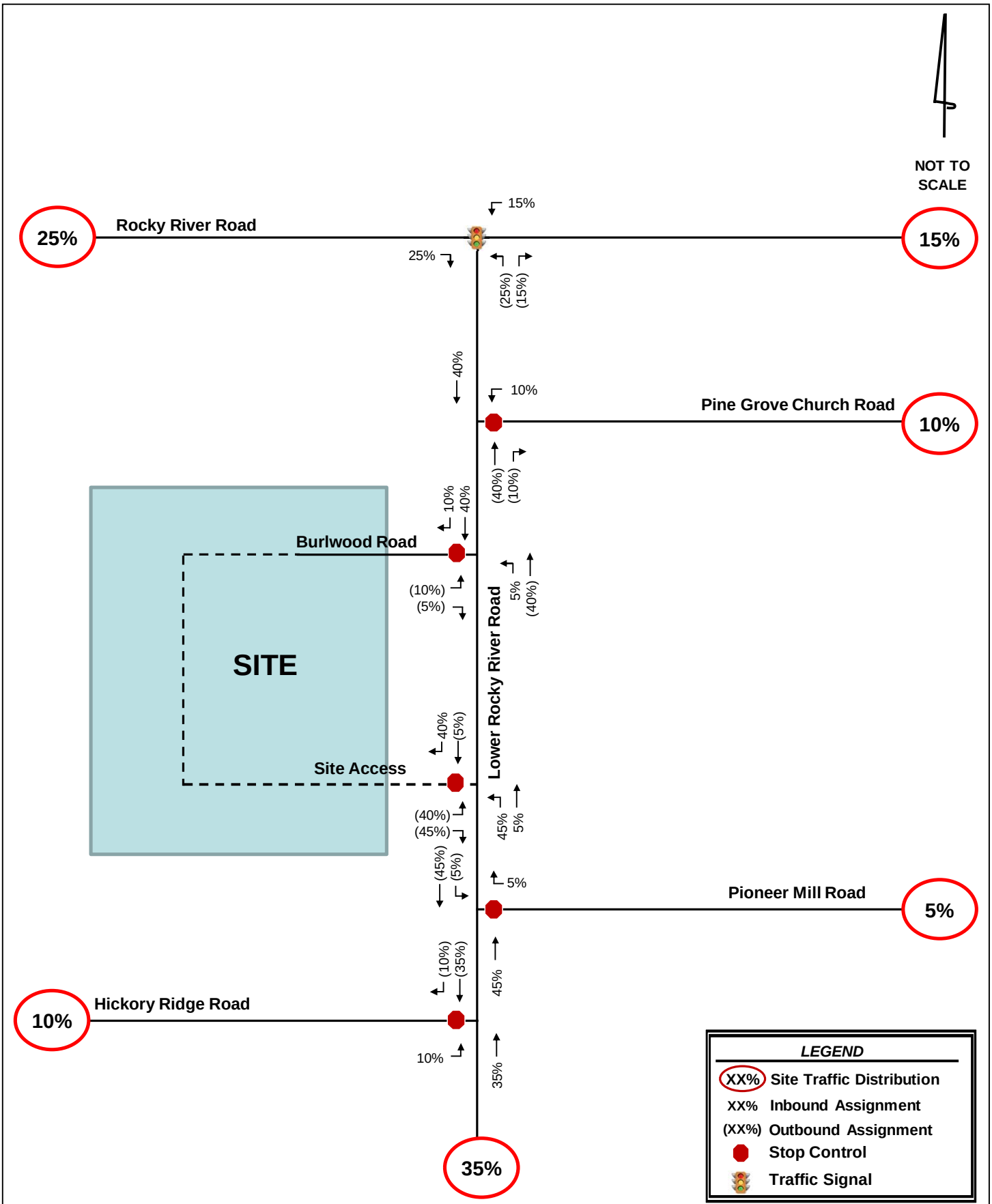
The proposed development's trips were assigned to the surrounding network based on existing peak-hour turning movements, surrounding land uses, locations of similar land use and population densities in the area. The following site traffic distribution was reviewed and approved as part of the MOU by the Town of Harrisburg, NCDOT and the applicant:

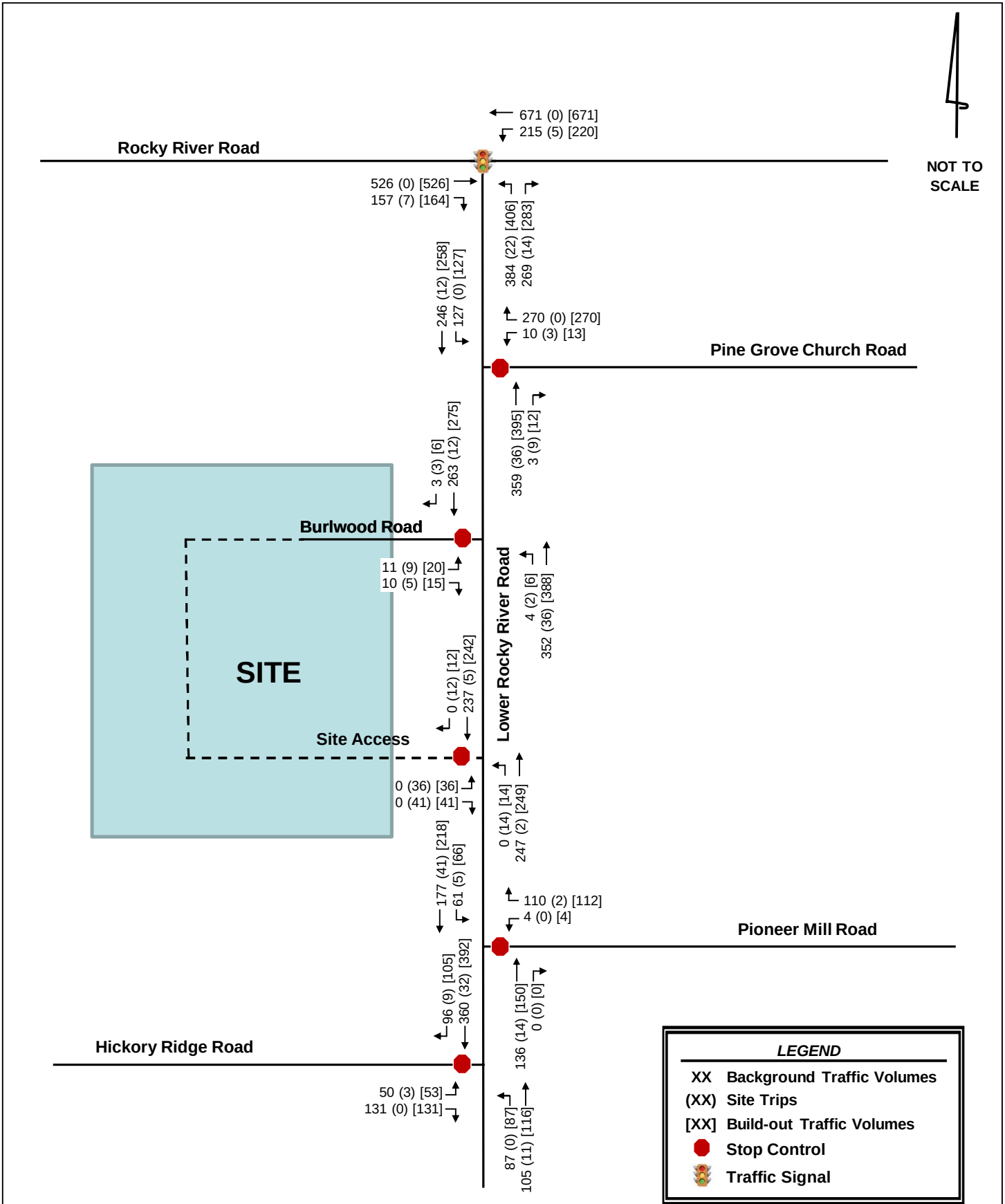
- 25% to/from the west along Rocky River Road
- 15% to/from the east along Rocky River Road
- 10% to/from the east along Pine Grove Church Road
- 5% to/from the east along Hickory Ridge Road
- 10% to/from the west along Hickory Ridge Road
- 35% to/from the south along Lower Rocky River Road

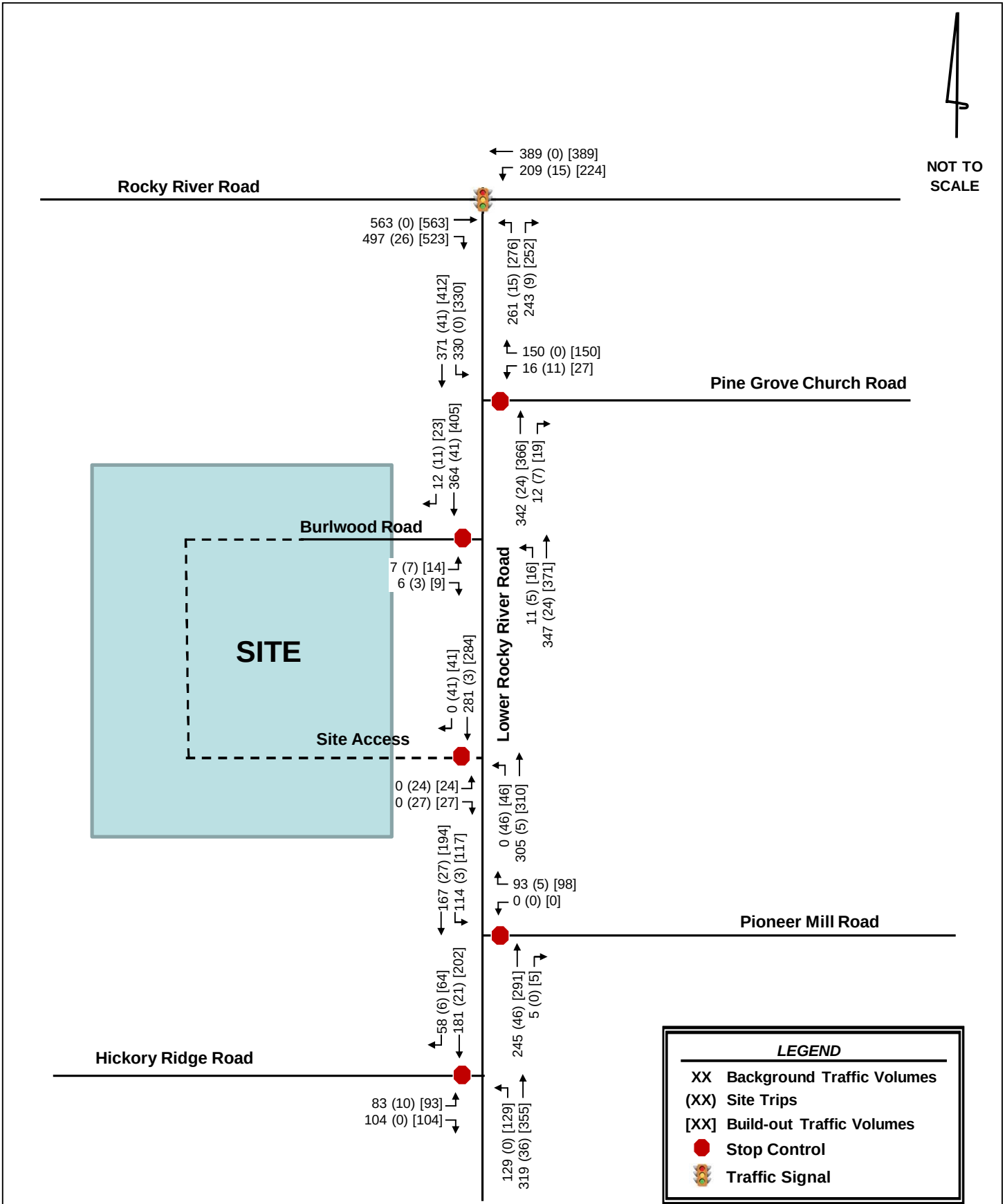
The overall site traffic distribution and assignment is shown in **Figure 5.1**.

5.4 BUILD-OUT TRAFFIC VOLUMES

The build-out traffic volumes include the assignment of the projected site traffic generation added to the appropriate background traffic volumes. **Figures 5.2** and **5.3** show the projected 2024 build-out traffic volumes for the AM and PM peak hours, respectively. Intersection volume development worksheets for all intersections within the study network are provided in the **Appendix**.







6.0 Capacity Analysis

Based on the requirements set forth by the *Town of Harrisburg Unified Development Ordinance – Appendix F* and in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways*, capacity analyses were performed at the study area intersections for each of the following AM and PM peak-hour scenarios:

- 2020 Existing Conditions
- 2024 Background Conditions
- 2024 Build-out Conditions

Capacity analyses were performed for the AM and PM peak hours using the Synchro Version 10 software to determine the operating characteristics at the signalized and stop-controlled intersections of the adjacent street network and to evaluate the impacts of the proposed development. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment, or through a particular intersection, within a specified period of time under prevailing operational, geometric and controlling conditions within a set time duration. This software program uses methodologies contained in the *Highway Capacity Manual* (HCM) to determine the operating characteristics of an intersection.

The *Highway Capacity Manual* (HCM) defines LOS as a “quantitative stratification of a performance measure or measures representing quality of service” and is used to “translate complex numerical performance results into a simple A-F system representative of travelers’ perceptions of the quality of service provided by a facility or service”. The HCM defines six levels of service, LOS A through LOS F, with A having the best operating conditions from the traveler’s perspective and F having the worst. However, it must be understood that “the LOS letter result hides much of the complexity of facility performance”, and that “the appropriate LOS for a given system element in the community is a decision for local policy makers”. According to the HCM, “for cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers’ desires against society’s desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A.”

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay at the side-street approaches, typically during the highest volume periods of the day, the AM and PM peak periods. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. The majority of the traffic moving through the intersection on the major street experiences little or no delay.

LOS for signalized intersections is reported for the intersection as a whole, and typically during the highest volume periods of the day, the AM and PM peak periods. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Table 6.0-A and **6.0-B** list the LOS control delay thresholds published in the HCM for unsignalized and signalized intersections, respectively, as well as the unsignalized operational descriptions assumed herein.

Table 6.0-A Vehicular LOS Control Delay Thresholds for Unsignalized Intersections		
Level-of-Service	Average Control Delay per Vehicle [sec/veh]	
A	≤ 10	Short Delays
B	> 10 – 15	
C	> 15 – 25	
D	> 25 – 35	Moderate Delays
E	> 35 – 50	
F	> 50	Long Delays

Table 6.0-B Vehicular LOS Control Delay Thresholds for Signalized Intersections	
Level-of-Service	Average Control Delay per Vehicle [sec/veh]
A	≤ 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Using the signal timing plans provided by NCDOT, cycle lengths and splits were optimized for the existing conditions analysis. A Congestion Management minimum cycle length of 120 seconds based on the phasing of the signalized intersections was also utilized. Intersection cycle lengths and splits were optimized in background conditions and utilized in build-out conditions.

The following modifications from the background data collected were applied to the capacity analyses to meet NCDOT *Congestion Management Capacity Analysis Guidelines*:

- Right-turn-on-red (RTOR) operations were not allowed.
- Protected-only left-turn phasing was used for analysis of future operations where protected/permitted left-turn phasing and a dedicated left-turn lane exists.
- Lost time adjust was added to the yellow and all-red times provided in the existing signal plans to maintain at total lost time of 5 seconds for each movement.
- A minimum of 4 vehicles per hour were used for permissible movements, excluding movements into and out of the proposed site.

In the existing condition, the observed peak hour factor (PHF) was used in the analysis. A weighted PHF was used for all future year conditions in the AM peak hour to account for the impacts of school traffic. A 0.9 PHF was used for all future conditions in the PM peak hour.

Capacity analysis reports generated by Synchro Version 10 software are included in the **Appendix**.

6.1 LOWER ROCKY RIVER ROAD AND ROCKY RIVER ROAD

Table 6.1 summarizes the LOS, control delay and 95th percentile queue lengths at the signalized intersection of Lower Rocky River Road and Rocky River Road.

Table 6.1 - Lower Rocky River Road and Rocky River Road								
Condition	Measure	EB		WB		NB		Intersection
		EBT	EBR	WBL	WBT	NBL	NBR	LOS (Delay)
AM Peak Hour								
2020 Existing	LOS (Delay)	F (100.7)		F (126.3)		F (134.4)		F (120.5)
	Synchro 95th Q	#678'	-	-	#1017'	#521'	#357'	
2024 Background	LOS (Delay)	F (162.0)		F (248.4)		F (200.3)		F (208.5)
	Synchro 95th Q	#852'	143'	-	#1449'	#729'	#484'	
2024 Build-out	LOS (Delay)	F (160.6)		F (249.9)		F (226.9)		F (216.1)
	Synchro 95th Q	#852'	149'	-	#1453'	#783'	#519'	
2024 Build-out IMP:	LOS (Delay)	F (117.7)		B (20.0)		F (116.7)		E (77.5)
WBL Lane	Synchro 95th Q	#710'	114'	215'	367'	#651'	171'	
PM Peak Hour								
2020 Existing	LOS (Delay)	D (52.9)		E (73.4)		F (81.1)		E (65.4)
	Synchro 95th Q	#901'	-	-	#446'	223'	#274'	
2024 Background	LOS (Delay)	D (37.5)		E (75.1)		E (77.5)		E (57.2)
	Synchro 95th Q	#605'	314'	-	#636'	#335'	#327'	
2024 Build-out	LOS (Delay)	D (37.4)		F (84.1)		F (85.9)		E (61.8)
	Synchro 95th Q	#605'	340'	-	#664'	#362'	#343'	
2024 Build-out IMP:	LOS (Delay)	B (19.2)		C (22.6)		D (37.0)		C (24.4)
WBL Lane	Synchro 95th Q	439'	204'	#249'	143'	#289'	160'	
Existing/Background Storage			200'				50'	
Exceeds storage								
# 95th percentile volume exceeds capacity, queue may be longer								

As shown in **Table 6.1**, under 2020 existing conditions, the overall intersection is expected to operate at LOS F and LOS E in the AM and PM peak hours, respectively.

As noted in **Section 4.2**, as committed by the Orchid Ridge development, construction of an eastbound right-turn lane with 200 feet of storage and permitted-overlap phasing was included in both background and build-out conditions at this intersection.

With this improvement in place, under the 2024 background conditions, the overall intersection is expected to continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. It should be noted that the significant increase in delay from existing to background conditions in the AM peak hour is due to the addition of approved development volumes.

With the addition of site traffic, the overall intersection is expected to remain at LOS F and LOS E with increases in delay in both peak hours. Due to the increases in delay, mitigation was considered at this intersection.

To mitigate the impact of site traffic, a westbound left-turn lane was considered. With the addition of a westbound left-turn lane, the overall intersection is expected to operate at LOS E and LOS C in the AM and PM peak hours, respectively. A storage length of 250 feet would be needed to accommodate the anticipated westbound left-turning queue. In addition, the implementation of permitted-overlap phasing on the northbound right-turn lane would be recommended.

Implementation of this turn lane would require widening along Rocky River Road, both east and west of Lower Rocky River Road. If all widening is done to the north side of Rocky River Road, the total linear impact could be 1,000-1,500 feet and could impact driveways to Rocky River Presbyterian Church and the intersection of Rocky River Road and Pharr Mill Road.

In addition, the eastbound right-turn lane storage is expected to be exceeded in background and build-out conditions in the PM peak hour and the northbound right-turn lane storage is expected to be exceeded in all conditions analyzed in both peak hours. Since the storage length is expected to be exceeded without the proposed development, and the recommended turn lanes are expected to reduce the background queues, extension of these turn lanes has not been identified as mitigation for the proposed development.

6.2 LOWER ROCKY RIVER ROAD AND PINE GROVE CHURCH ROAD

Table 6.2 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized, stop-controlled intersection of Lower Rocky River Road and Pine Grove Church Road.

Table 6.2 - Lower Rocky River Road and Pine Grove Church Road					
Condition	Measure	WB		NB	SB
		WBL	WBR	NBTR	SBLT
AM Peak Hour					
2020 Existing	LOS (Delay)	B (13.9)		A (0.0)	A (3.8)
	Synchro 95th Q	46'	-	0'	10'
2024 Background	LOS (Delay)	C (22.0)		A (0.0)	A (4.4)
	Synchro 95th Q	105'	-	0'	14'
2024 Build-out	LOS (Delay)	D (26.8)		A (0.0)	A (4.5)
	Synchro 95th Q	128'	-	0'	15'
2024 Build-out IMP	LOS (Delay)	C (20.8)		A (0.0)	A (4.5)
	Synchro 95th Q	93'	93'	0'	15'
PM Peak Hour					
2020 Existing	LOS (Delay)	C (18.7)		A (0.0)	A (5.8)
	Synchro 95th Q	46'	-	0'	25'
2024 Background	LOS (Delay)	C (21.2)		A (0.0)	A (6.6)
	Synchro 95th Q	58'	-	0'	34'
2024 Build-out	LOS (Delay)	E (36.3)		A (0.0)	A (6.7)
	Synchro 95th Q	105'	-	0'	35'
2024 Build-out IMP	LOS (Delay)	C (22.6)		A (0.0)	A (6.7)
	Synchro 95th Q	45'	45'	0'	35'

As shown in **Table 6.2**, under existing conditions, the overall intersection is expected to operate with short delays in both peak hours. In the 2024 background conditions, the intersection is expected to continue to operate with short delays in both peak hours. However, with the addition of site traffic, the stop-controlled westbound approach is expected to operate with moderate delays and drop to LOS D and LOS E in the AM and PM peak hours, respectively. Due to the increase in delay, mitigation was considered at this intersection.

To mitigate the impact of site traffic, it is recommended that a westbound right-turn lane along Pine Grove Church Road with a minimum of 100 feet of storage be constructed. With this improvement in place, the westbound approach is expected to return to LOS C with short delays in both peak hours.

6.3 LOWER ROCKY RIVER ROAD AND BURLWOOD ROAD

Table 6.3 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized, stop-controlled intersection of Lower Rocky River Road and Burlwood Road. Under the build-out condition, Burlwood Road is planned to provide access to the site.

Table 6.3 - Lower Rocky River Road and Burlwood Road				
Condition	Measure	EB	NB	SB
		EBLR	NBLT	SBTR
AM Peak Hour				
2020 Existing	LOS (Delay)	B (11.5)	A (0.1)	A (0.0)
	Synchro 95th Q	3'	0'	0'
2024 Background	LOS (Delay)	B (13.4)	A (0.1)	A (0.0)
	Synchro 95th Q	4'	0'	0'
2024 Build-out	LOS (Delay)	B (14.7)	A (0.2)	A (0.0)
	Synchro 95th Q	8'	0'	0'
PM Peak Hour				
2020 Existing	LOS (Delay)	B (12.1)	A (0.4)	A (0.0)
	Synchro 95th Q	2'	1'	0'
2024 Background	LOS (Delay)	B (13.5)	A (0.4)	A (0.0)
	Synchro 95th Q	3'	1'	0'
2024 Build-out	LOS (Delay)	C (15.4)	A (0.5)	A (0.0)
	Synchro 95th Q	6'	1'	0'

As shown in **Table 6.3**, under 2020 existing conditions, the stop-controlled eastbound approach of Burlwood is expected to operate with short delays in both peak hours.

Under 2024 background conditions, the overall intersection is expected to continue to operate with short during both peak hours. In the build-out conditions, Burlwood Road is planned to provide access to the site. With the addition of site traffic, the overall intersection is expected to continue to operate with short delays in both peak hours.

Therefore, no improvements are recommended at this intersection for capacity reasons due to the proposed site.

Based on coordination with NCDOT and the Town, the existing section of Burlwood Road should be upgraded to provide a 20 foot asphalt pavement section (minimum).

6.4 LOWER ROCKY RIVER ROAD AND PIONEER MILL ROAD

Table 6.4 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized, stop-controlled intersection of Lower Rocky River Road and Pioneer Mill Road.

Table 6.4 - Lower Rocky River Road and Pioneer Mill Road				
Condition	Measure	WB	NB	SB
		WBLR	NBTR	SBLT
AM Peak Hour				
2020 Existing	LOS (Delay)	A (9.4)	A (0.0)	A (1.5)
	Synchro 95th Q	7'	0'	2'
2024 Background	LOS (Delay)	B (10.2)	A (0.0)	A (2.4)
	Synchro 95th Q	16'	0'	5'
2024 Build-out	LOS (Delay)	B (10.4)	A (0.0)	A (2.3)
	Synchro 95th Q	17'	0'	5'
PM Peak Hour				
2020 Existing	LOS (Delay)	B (10.2)	A (0.0)	A (3.5)
	Synchro 95th Q	8'	0'	6'
2024 Background	LOS (Delay)	B (10.8)	A (0.0)	A (3.8)
	Synchro 95th Q	13'	0'	8'
2024 Build-out	LOS (Delay)	B (11.3)	A (0.0)	A (3.7)
	Synchro 95th Q	15'	0'	9'

As shown in **Table 6.4**, under 2020 existing conditions, the stop-controlled westbound approach of Pioneer Mill Road is expected to operate with short delays in both peak hours.

Under 2024 background conditions, the overall intersection is expected to continue to operate with short delays during both peak hours. With the addition of site traffic, the intersection is expected to continue to operate with short delays in both peak hours.

Therefore, no improvements are recommended at this intersection for capacity reasons due to the proposed site.

6.5 LOWER ROCKY RIVER ROAD AND HICKORY RIDGE ROAD

Table 6.5 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized, stop-controlled intersection of Lower Rocky River Road and Hickory Ridge Road.

Table 6.5 - Lower Rocky River Road and Hickory Ridge Road					
Condition	Measure	EB		NB	SB
		EBL	EBR	NBLT	SBTR
AM Peak Hour					
2020 Existing	LOS (Delay)	B (11.3)		A (2.5)	A (0.0)
	Synchro 95th Q	7'	-	2'	0'
2024 Background	LOS (Delay)	C (16.4)		A (5.4)	A (0.0)
	Synchro 95th Q	29'	29'	11'	0'
2024 Build-out	LOS (Delay)	C (17.8)		A (5.4)	A (0.0)
	Synchro 95th Q	34'	34'	12'	0'
PM Peak Hour					
2020 Existing	LOS (Delay)	C (15.3)		A (2.2)	A (0.0)
	Synchro 95th Q	32'	-	5'	0'
2024 Background	LOS (Delay)	C (16.1)		A (3.1)	A (0.0)
	Synchro 95th Q	35'	35'	9'	0'
2024 Build-out	LOS (Delay)	C (18.5)		A (3.1)	A (0.0)
	Synchro 95th Q	47'	47'	10'	0'

As shown in **Table 6.5**, under 2020 existing conditions, the stop-controlled eastbound approach of Hickory Ridge Road is expected to operate with short delays in both peak hours.

As noted in **Section 4.2**, as committed by the Orchid Ridge development, construction of an eastbound right-turn lane with 100 feet of storage was included in both background and build-out conditions at this intersection.

With this improvement in place, under 2024 background conditions, the overall intersection is expected to continue to operate with short delays during both peak hours. With the addition of site traffic, the intersection is expected to continue to operate with short delays in both peak hours.

Therefore, no improvements are recommended at this intersection for capacity reasons due to the proposed site.

6.6 LOWER ROCKY RIVER ROAD AND SITE ACCESS

Table 6.6 summarizes the LOS, control delay and 95th percentile queue lengths at the proposed unsignalized, stop-controlled intersection of Lower Rocky River Road and Site Access.

Table 6.6 - Lower Rocky River Road and Site Access				
Condition	Measure	EB	NB	SB
		EBLR	NBLT	SBTR
AM Peak Hour				
2024 Build-out	LOS (Delay)	B (12.8)	A (0.5)	A (0.0)
	Synchro 95th Q	14'	1'	0'
PM Peak Hour				
2024 Build-out	LOS (Delay)	B (14.0)	A (1.4)	A (0.0)
	Synchro 95th Q	11'	3'	0'

This intersection provides access to the site via a full-movement connection to Lower Rocky River Road. As shown in **Table 6.6**, the stop-controlled eastbound approach of the intersection is expected to operate with short delays under build-out of the site. Therefore, no improvements are recommended at this intersection for capacity reasons due to the proposed site.

Based on the anticipated queues on the eastbound approach, an internal protected stem of 100 feet is recommended.

7.0 Auxiliary Turn Lane Warrants

Warrants for additional turn-lane improvements for unsignalized intersection beyond those necessary for capacity were determined based on a review of the figure titled 'Warrant for Left and Right-Turn Lanes' found on page 80 in the *NCDOT Policy On Street And Driveway Access to North Carolina Highways*. The results of the warrants for left and right-turn lanes under 2024 background and build-out conditions are summarized by intersection below and included in the **Appendix**.

Lower Rocky River Road and Pine Grove Church Road

2024 Background Conditions

- Southbound left-turn lane along Lower Rocky River Road with a minimum storage length of 300 feet

2024 Build Conditions

- Southbound left-turn lane along Lower Rocky River Road with a minimum storage length of 300 feet

Since the southbound left-turn lane is warranted in both background and build-out conditions, it is not recommended to be constructed by the proposed development.

Lower Rocky River Road and Pioneer Mill Road

2024 Background Conditions

- Southbound left-turn lane along Lower Rocky River Road with a minimum storage length of 100 feet

2024 Build Conditions

- Southbound left-turn lane along Lower Rocky River Road with a minimum storage length of 100 feet

Since the southbound left-turn lane is warranted in both background and build-out conditions, it is not recommended to be constructed by the proposed development.

Lower Rocky River Road and Hickory Ridge Road

2024 Background Conditions

- Southbound right-turn lane along Lower Rocky River Road with a minimum storage length of 75 feet
- Northbound left-turn lane along Lower Rocky River Road with a minimum storage length of 100 feet

2024 Build Conditions

- Southbound right-turn lane along Lower Rocky River Road with a minimum storage length of 75 feet
- Northbound left-turn lane along Lower Rocky River Road with a minimum storage length of 100 feet

Since both turn lanes are warranted in both background and build-out conditions, it is not recommended to be constructed by the proposed development.

Lower Rocky River Road and Site Access**2024 Build Conditions**

- Southbound right-turn lane along Lower Rocky River Road with a minimum storage length of 50 feet
- Northbound left-turn lane along Lower Rocky River Road with a minimum storage length of 50 feet

A minimum storage length of 100 feet is typically required for auxiliary turn lanes by NCDOT. Therefore, a southbound right-turn lane and a northbound left-turn lane each with a minimum of 100 feet of storage are recommended. Per NCDOT and the Town, a three-lane section will be required along Lower Rocky River Road between Pioneer Mill Road and the Site Access.

Based on coordination with NCDOT and the Town, the following turn lanes will also be required:

- Northbound left-turn lane with 100 feet of storage along Lower Rocky River Road onto Burlwood Road
- Southbound left-turn lane with 150 feet of storage along Lower Rocky River Road onto Pine Grove Church Road

8.0 Crash Data Analysis

Crash data was obtained at study intersections for crashes that occurred between October 1, 2017 and September 30, 2020. Over this three-year period, 20 total crashes were reported at the five study intersections. The breakdown of crashes at these four study intersections by severity, frequency, and accident type can be seen the tables below.

Table 8.1 – Crash Severity Summary

Crash Type	Number of Crashes
Fatal Crashes	0
Class A	0
Class B	1
Class C	6
Property Damage Only	13
Total	20

Table 8.1 above displays the total number of crashes by severity type from most to least severe. As shown, there were no fatal or Class A crashes reported in the study area intersections over the past three years. 'Class A' incidents are crashes in which serious injury is suspected, which can include significant loss of blood or broken bones. 'Class B' incidents are crashes in which minor injury is suspected, such as bruises or minor cuts. There was one of these crash types within the study area reported over the three years. There were 6 'Class C' crashes reported, which are defined as crashes wherein possible injuries occur. Possible injuries are injuries reported by the person or indicated by his/her behavior, but no wounds or injuries are physically present, such as limping or complaint of neck pain. There were 13 crashes in which only property damage occurred, meaning no injury was reported in 65% of the recorded crashes at the study intersections.

Table 8.2 – Accident Frequency Summary

Location	Crashes/100 MEV
Lower Rocky River Road and Rocky River Road	61.35
Lower Rocky River Road and Pine Grove Church Road	57.97
Lower Rocky River Road and Burlwood Road	24.04
Lower Rocky River Road and Pioneer Mill Road	182.37
Lower Rocky River Road and Hickory Ridge Road	19.84
Average	61.67

Shown in **Table 8.2** are the accident frequency rates for each study intersection, reported in crashes per 100 million entering vehicles (MEV). Their rates resulted in a weighted average crash rate of 61.67 crashes per 100 MEV, with the highest rate occurring at the intersection of Lower Rocky River Road and Pioneer Mill Road.

Table 8.3 – Accident Type Summary

Crash Type	Lower Rocky River Road and Rocky River Road	Lower Rocky River Road and Pine Grove Church Road	Lower Rocky River Road and Burlwood Road	Lower Rocky River Road and Pioneer Mill Road	Lower Rocky River Road and Hickory Ridge Road
Backing Up				1	
Fixed Object	2	2		4	
Left-Turn, Same Roadway	1				
Other Non-Collision					1
Ran off Road - Straight				1	
Ran off Road - Right	1	1			
Rear End, Slow or Stop	4	1			
Sideswipe, Same Direction			1		
Total	8	4	1	6	1

As seen in **Table 8.3**, at the five study intersections, the most common crash type was a collision caused by a fixed object, with 40% of crashes. A majority of these reported crashes were collisions with a ditch, which could be indicative of run-off the road crashes. The second most common crash type was a rear end collision caused by slowing or stopping. This crash type is often associated with mainline traffic along a corridor with unsignalized turning movements with the lack of turn lanes onto side-streets.

9.0 Mitigation Improvements

Based on the capacity analyses performed at each of the identified study intersections, the following improvements have been identified to mitigate the impact of the proposed development on the adjacent street network:

Lower Rocky River Road and Rocky River Road

- Construction of a westbound left-turn lane along Rocky River Road with a minimum of 250 feet of storage.
- Implementation of permitted-overlap phasing on the northbound right-turn lane.

Lower Rocky River Road and Pine Grove Church Road

- Construction of a westbound right-turn lane along Pine Grove Church Road with a minimum of 100 feet of storage.
- Construction of a southbound left-turn lane along Lower Rocky River Road with a minimum of 150 feet of storage.

Lower Rocky River Road and Burlwood Road

- Construction of a northbound left-turn lane along Lower Rocky River Road with a minimum of 100 feet of storage.
- Upgrade the existing section of Burlwood Road to provide a 20 foot asphalt pavement section (minimum).

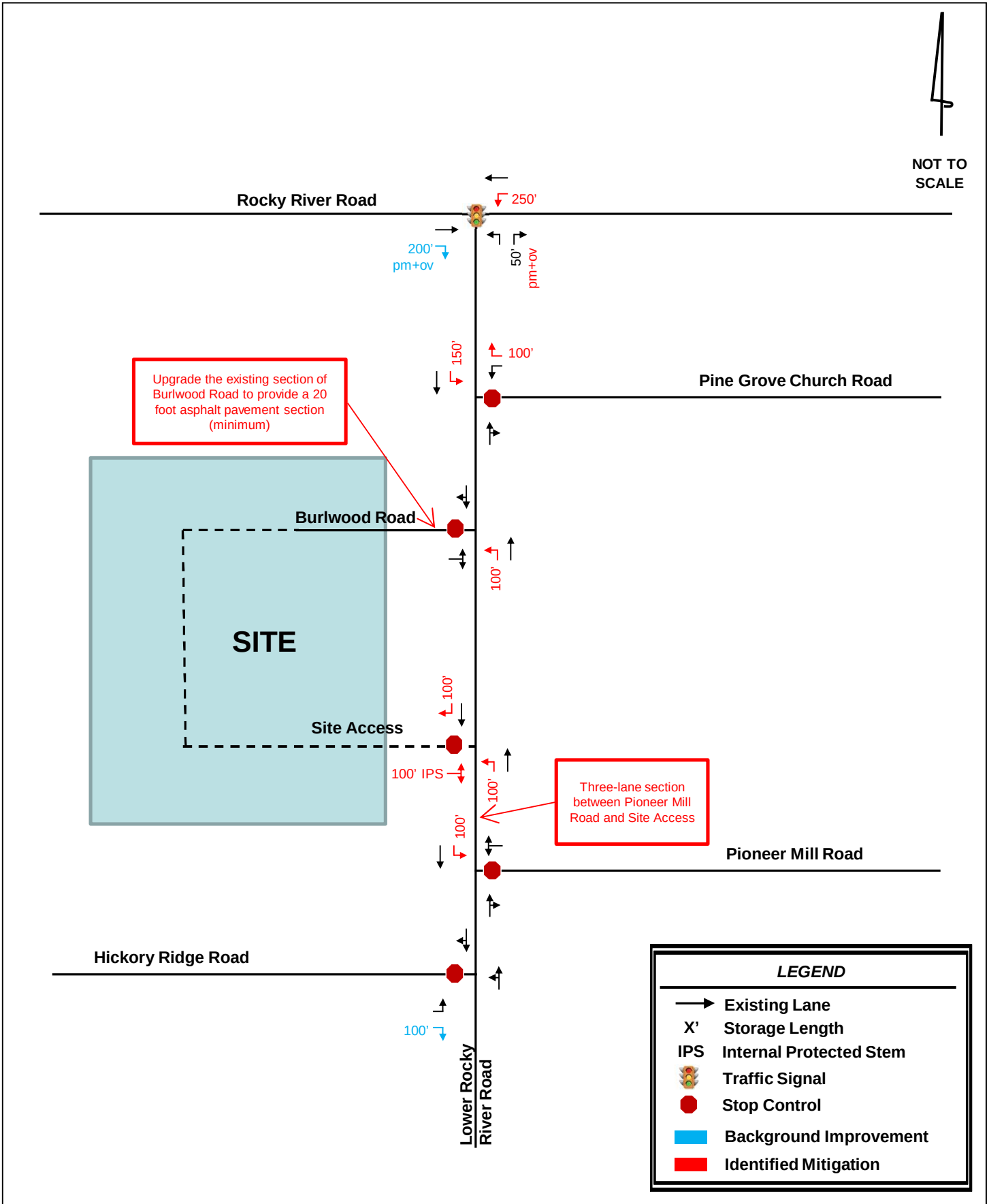
Lower Rocky River Road and Pioneer Mill Road

- Construction of a southbound left-turn lane along Lower Rocky River Road with a minimum of 100 feet of storage.
- Construction of a three-lane section along Lower Rocky River Road between Pioneer Mill Road and the Site Access.

Lower Rocky River Road and Site Access

- Construction of the eastbound approach with one ingress & one egress lane and an internal protected stem of 100 feet.
- Construction of a southbound right-turn lane along Lower Rocky River Road with a minimum storage length of 100 feet.
- Construction of a northbound left-turn lane along Lower Rocky River Road with a minimum storage length of 100 feet.
- Construction of a three-lane section along Lower Rocky River Road between Pioneer Mill Road and the Site Access.

The mitigation improvement identified within the study area are shown in **Figure 9.1**. The improvements shown on this figure are subject to approval by NCDOT and the Town of Harrisburg. All additions and attachments to the State and Town roadway system shall be properly permitted, designed and constructed in conformance to standards maintained by the agencies.



APPENDIX



PETITION REQUESTING ANNEXATION

DATE: 06/29/2021

TO THE TOWN COUNCIL OF THE TOWN OF HARRISBURG

1. We the undersigned owners of real property respectfully request that the area described in paragraph 2 below be annexed to the Town of Harrisburg.

2. The area to be annexed is:

☐ CONTIGUOUS

☒ NON-CONTIGUOUS

to the Town of Harrisburg and the boundaries of such territory are:

☒ ATTACHED

☐ DESCRIBED AS FOLLOWS:

3. A sealed survey is attached showing the area proposed for annexation in relation to the primary corporate limits of the Town of Harrisburg.

4. SIGNATURE OF OWNERS

NAME

ADDRESS

Rocky Investments, LLC 205 Ivyshaw Rd, Cary, NC 27519

Bethesda Association, LLC 4112 Blue Ridge Rd, Suite 20
Durham, NC 27711



**RESOLUTION FIXING DATE OF PUBLIC HEARING ON QUESTION
OF ANNEXATION PURSUANT TO G.S. 160A-58.1**

WHEREAS, a petition requesting annexation of the area described herein has been received; and

WHEREAS, the Town Council has by resolution directed the Town of Harrisburg Clerk to investigate the sufficiency of the petition; and

WHEREAS, certification by the Town Clerk as to sufficiency of the petition has been made;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Harrisburg, North Carolina that:

Section 1. A public hearing on the question of annexation of the area described herein will be held at Harrisburg Town Hall at 4100 Main Street, Harrisburg, North Carolina at 6:00 p.m. on September 13, 2021.

Section 2. The area proposed for annexation is described as follows:

BEGINNING at a computed point near the center of Lower Rocky River Road, said point having N.C. Grid Coordinates of N 560466.2328 E 1524399.0284, said road having a Variable width maintained N.C.D.O.T. Right of way; Thence from said beginning point N 82°49'35" W passing an iron found at 30.79 feet for a total distance of 486.32 feet to an iron found, said iron being a common corner of the James Thompson Property recorded in Deed Book 6561 page 231 of the Cabarrus County Registry; thence from said iron found S 9°06'50" W 162.63 feet to an iron found; Thence N 88°38'21" W 70.28 feet to an iron found; thence N 88°25'46" W 1232.24 feet to a P.K. nail found; said nail found being a common corner of the Margaret Stallings property recorded in Deed Book 2003E, page 39 of the Cabarrus County Registry; thence N 21°57'25" W 886.67 feet to and Axle Found; thence N 77°30'16" W 481.24 feet to an iron found; thence N 77°30'25" W 450.50 feet to an iron found; thence N 77°30'28" W 205.47 feet to an iron pipe; thence N 77°03'52" W 104.39 feet to an iron pipe, said pipe being a common corner of the Mark Lee Harris Estate recorded in Deed Book 87, Page 291 of the Cabarrus County Registry; thence from said pipe and with the Harris Estate Line N 7°13'28" W 3141.94 Feet to an iron found; thence S 89°21'36" W 609.92 feet to an iron found, said iron being a common corner of the Green Tree Servicing LLC Property recorded in Deed Book 9636, Page 301 of the Cabarrus County Registry; thence N 3°28'49" W Passing an iron found on the creek bank at 757.41 feet, for a total distance of 832.41 feet to a point in the center of Reedy Creek; thence from said point and running with the center of Reedy Creek for Thirty-five (35) calls as follows: (1) S 28°48'04" E 60.32 (2) S 57°00'13" E 52.24 (3) S 82°17'45" E 119.37 (4) N 77°58'45" E 60.14 (5) S 79°08'26" E 39.55 (6) S 64°02'47" E 32.6 (7) S 36°05'41" E 66.44 (8) S 29°08'13" E 102.62 (9) S 1°26'10" E 56.22 (10) S 24°22'05" W 36.46 (11) S 57°47'11" W 57.06 (12) S 11°57'11" W 33.03 (13) S 36°03'29" E 52.41 (14) S 41°15'49" E 72.95 (15) S 26°49'00" E 124.63 (16) S 38°38'48" E 45.23 (17) S 69°28'02" E 47.2 (18) N 86°54'23" E 46.85 (19) N 30°37'30" E 37.14 (20) N 25°03'48" E 163.57 (21) N 41°49'25" E 174.81 (22) N 33°01'33" E 239.88 (23) N 27°14'55" E 77.22 (24) N 14°08'54" E 101.5 (25) N 6°19'11" E 55.97 (26) N 37°01'06" E 143.83 (27) N 66°28'02" E 99.21 (28) S 76°02'51" E 155.16 (29) N 71°29'29" E 172.3 (30) S 79°29'17" E 59.35 (31) S 42°19'37" E 70.07 (32) S 50°48'40" E 133.94 (33) S 27°21'14" E 74.08 (34) S 89°15'26" E 72.84 (35) N 57°41'31" E 116.56 to a point in the Center of said creek; thence leaving Reedy Creek S 63°56'37" E 136.30 feet to a concrete filled pipe; thence S 56°30'36" E 645.81 feet to and Axle found, said Axle being a common corner of the Athena Cedar LLC Property recorded in Deed Book 7615, Page 01 and the T&T Custom Homes property recorded in Deed Book 13835, page 59, Both of the Cabarrus County Registry;

thence from said Axle S 1°34'36" E 635.94 feet to an iron found; Thence S 1°31'27" E 40.89 feet to an iron found; thence S 1°23'02" E 399.79 Feet to an iron found; thence S 1°26'40" E 669.69 feet to an iron found; thence N 89°32'36" W 587.02 feet to an Axle Found; thence S 0°16'43" W 1475.50 feet to an iron pipe found; thence S 30°34'19" E 155.94 feet to a point; thence S 77°56'14" E 515.84 feet to an iron found; thence S 8°38'01" W 327.67 to an iron found; thence S 85°40'39" E 610.06 feet to an iron found; thence S 85°52'17" E 88.0 feet to an iron found; thence S 85°42'20" E 231.69 feet to an iron found; thence S 85°40'35" E 256.78 feet to an iron found; thence S 85°42'10" E 251.75 feet to an iron found; thence S 85°38'11" E 98.78 feet to an iron found; thence S 85°47'48" E 146.68 feet to an iron found; thence S 85°47'48" E 255.53 feet to a computed point near the Centerline of Lower Rocky River Road; thence S 6°24'09" W 520.32 feet to a computed point; thence S 4°44'30" W 208.28 feet to the point and place of BEGINNING, containing 190.50 Acres as shown on a survey by Lawrence Associates titled Annexation Plat, Dated July 27, 2021 to which reference is hereby made.

Section 3. Notice of the public hearing shall be published in the Independent Tribune, a newspaper having general circulation in the Town of Harrisburg, at least ten (10) days prior to the date of the public hearing.

Steven J. Sciascia, Mayor

ATTEST:

Janet Rackley, Clerk



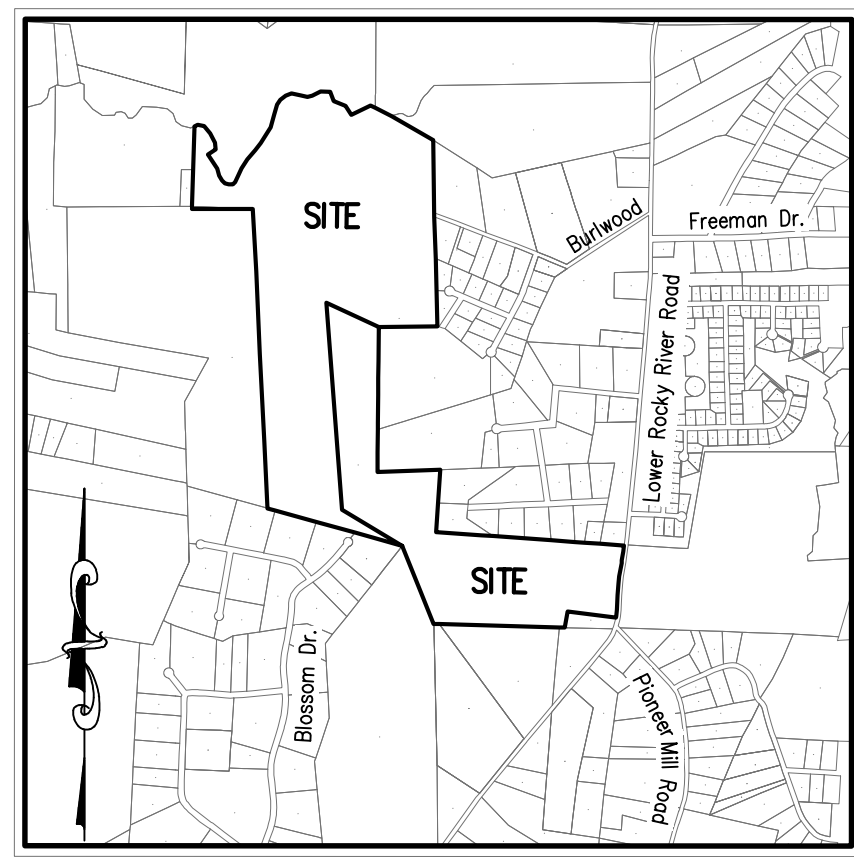
To the Town Council of the Town of Harrisburg of Harrisburg North Carolina:

I, Janet Rackley, Clerk, do hereby certify that I have investigated the petitions attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein, in accordance with G.S. 160A-58.1.

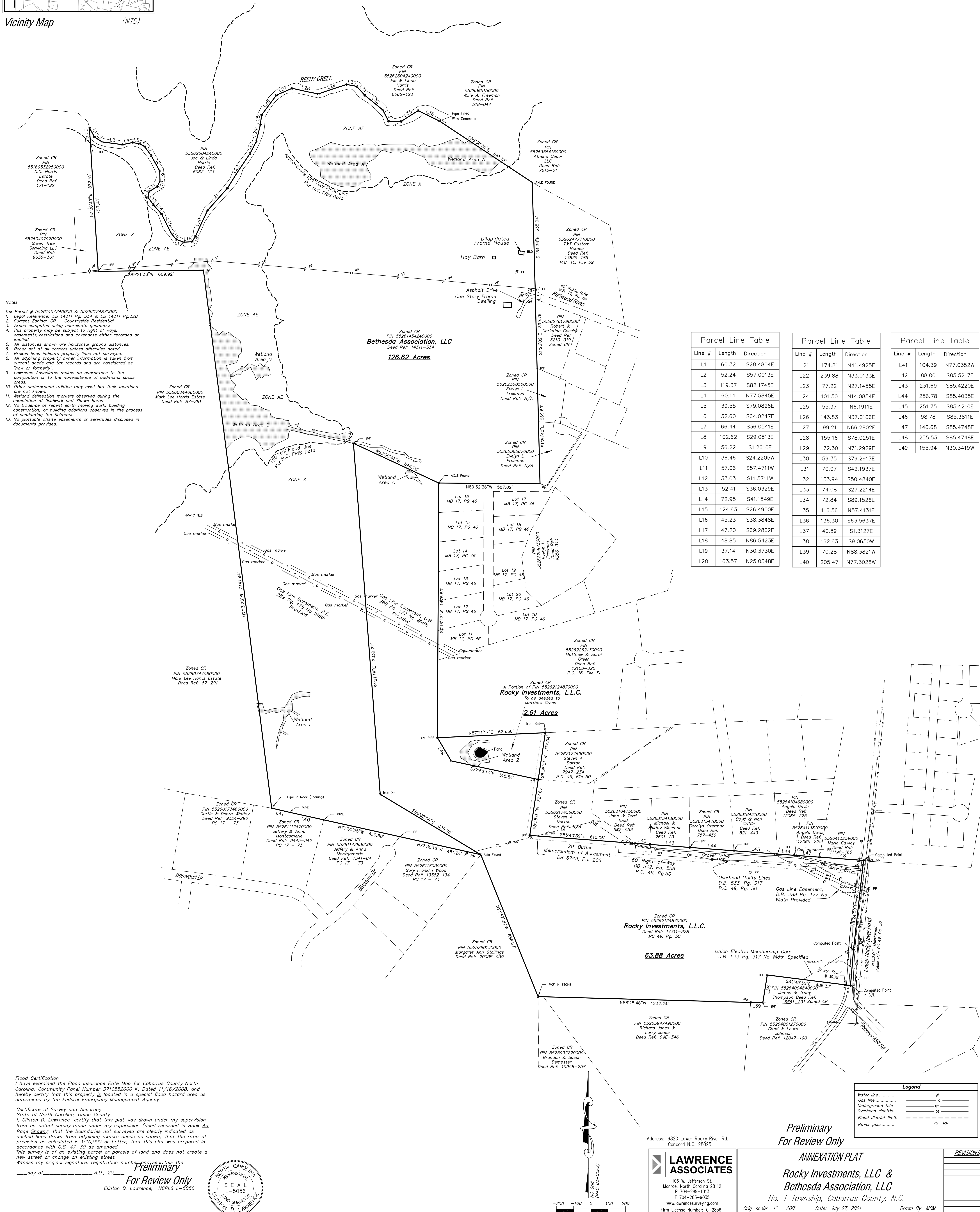
In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Harrisburg of Harrisburg, North Carolina, this 29th day of June 2021.



Janet Rackley
Janet Rackley, Clerk



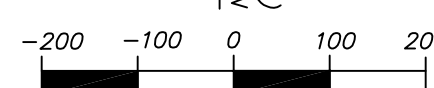
Vicinity Map (NTS)



Flood Certification
I have examined the Flood Insurance Rate Map for Cabarrus County North Carolina, Community Panel Number 3710552600 K, Dated 11/16/2008, and hereby certify that this property is located in a special flood hazard area as determined by the Federal Emergency Management Agency.

Certificate of Survey and Accuracy
State of North Carolina, Union County
I, Clinton D. Lawrence, certify that this plot was drawn under my supervision from an actual survey made under my supervision (deed recorded in Book & Page Shown); that the boundaries not surveyed are clearly indicated as dashed lines drawn from adjoining owners deeds as shown; that the ratio of precision as calculated is 1:10,000 or better; that this plot was prepared in accordance with G.S. 47-30 as amended.
This survey is of an existing parcel or parcels of land and does not create a new street or change an existing street.
Witness my original signature, registration number and seal, this the _____ day of _____ A.D., 20____

Preliminary
For Review Only
Clinton D. Lawrence, NCPLS L-5056



Address: 9820 Lower Rocky River Rd.
Concord N.C. 28025

LAWRENCE ASSOCIATES
106 W. Jefferson St.
Monroe, North Carolina 28112
P 704-289-1013
F 704-283-9035
www.lawrenceassociates.com
Firm License Number: C-2856

Preliminary
For Review Only

ANNEXATION PLAT
Rocky Investments, LLC & Bethesda Association, LLC
No. 1 Township, Cabarrus County, N.C.

Orig. scale: 1" = 200' Date: July 27, 2021 Drawn By: MCM



TOWN OF HARRISBURG

Agenda Item Details

Title:

Public Hearing to consider the Conditional Rezoning and Zoning Map Amendment of Properties at the Corner of Rocky River Rd and Hickory Ridge, Shoppes at Hickory Ridge (Blume Corner). H2021-05 (R)

Presenting Personnel:

Sushil Nepal, Planning & Economic Development Director

Suggested Motion or Action:

Hold Public Hearing on the Conditional Rezoning request from Residential Estate (RE) to Conditional Neighborhood Commercial/Office (CZ-B1), as requested by the applicant for the related property in application H-2021-05 (R).

Town Council will NOT vote on this rezoning and annexation at this meeting.

Description/Background:

ESP Associates, on behalf of the the property owners and developers of parcel 55164783470000 has submitted a request to rezone approximately 14.281 acres of land located southeast corner of the intersection of Rocky River Road and Hickory Ridge Road (Blume Corner). The applicant proposes to develop a mixed-use development with five commercial/office buildings and 55 attached residential units (town homes). To achieve this, the applicant is requesting that the property be rezoned from RE (Residential Estate) to CZ-B1 (Conditional Zoning Neighborhood Commercial/Office). The proposed gross density of the residential portion of the site is 6.19 dwelling units per acre.

The property is in the Town of Harrisburg corporate limits and therefore an Annexation is not required. A Town Council public hearing will be held to take action on the rezoning upon recommendation action by the Planning and Zoning Board.

A staff report is attached for more information and a site plan is submitted for your consideration. If approved, staff will continue reviewing the site plan in accordance with our Unified Development Ordinance (UDO) during the subsequent Preliminary Plat and Construction Document (CDs) reviews. Staff is recommending approval of the rezoning request with conditions included in the staff report.

Staff is recommending holding a Public Hearing on the rezoning request. Final action on the rezoning will be taken at the October 11th meeting.

Recommendation:

With the conditions proposed, the rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP) and the Unified Development Ordinance (UDO). Planning and Zoning Board recommended approval at their July meeting. Planning and Zoning Department staff recommends holding a Public Hearing on the rezoning request

Fiscal Impact:

None.

Attachments:

1. H_2021_05_R_Application for Rezoning Map Amendment
2. H_2021_05_R_Staff Report TC
3. H_2021_05_R_Site Map
4. H_2021_05_R_Rezoning Site Plan
5. H_2021_05_R_Neighborhood Meeting Summary
6. H_2021_05_R_TIA Report
7. H2021-05-R Open Space Fee-in-Lieu



APPLICATION FOR ZONING MAP AMENDMENT

The following steps are required in order for your application to be considered complete.

Incomplete applications will be returned to the applicant and will not be processed.

1. Schedule a pre-application meeting with staff.
2. Submit a completed application for an amendment to the official zoning map. All applications must include:
 - a. A list of all adjacent property owners (include owner name, address, and Parcel Identification Number)
 - b. A recent survey or legal description of the property or area to be rezoned
 - c. A copy of the letter, minutes, and the sign-up sheet from the Neighborhood Meeting
 - d. Copies of the Traffic Impact Analysis (TIA), proposed site plan, landscape plan, and proposed building elevations (applicability determined at pre-application meeting with staff)
3. Submit cash, checks, or money orders made payable to the Town of Harrisburg for all fees listed in the pre-application checklist.

Overview of the Rezoning Process:

1. Hold a pre-application meeting with staff to discuss your rezoning request and the map amendment process.
2. Hold a **neighborhood meeting** with the adjacent property owners. All adjacent property owners must be contacted and given an opportunity to meet with the applicant at a meeting established at a reasonable time. No member of the Town decision-making entity may participate in this meeting.
3. Submit a Zoning Map Amendment application to the Town of Harrisburg Planning Department. All applications must be submitted by the third Tuesday of the Month to go before the Planning and Zoning Board on the following month. NOTE: If the request is a Conditional Zoning request, complete and submit, with this application, a Conditional Rezoning Application.
4. Planning staff will review your application and subsequent information, prepare a staff report for the Board and take your request to the Planning and Zoning Board for a recommendation to the Town Council. Planning Board meetings are held on the third Tuesday of every month at 7:00 PM.
5. Once the Planning and Zoning Board has made a recommendation, staff will notify the adjacent property owners of the public hearing, post a sign on the property, and place announcements of the hearing in the local newspaper.
6. Town Council meetings are held on the second Monday of every month at 7:00 PM. At this meeting the Council will hold a public hearing and may vote on your request. Meetings are held at the Harrisburg Town Hall located at 4100 Main Street, Suite 101.

Questions: Contact the Town of Harrisburg Planning Department with any questions regarding rezonings in the Town of Harrisburg. Staff can be reached at 704-455-0709.



HarrisburgNC

The right side of opportunity

Subject Property Information

1. Street Address 8479 Rocky River Road
2. PIN(s) (10 digit#) 5516 -- 478 -- 347 ; -- --
3. Deed Reference Book 2405 Page 330
4. Township # 1

Description of Subject Property

5. Size (square feet or acreage) 15.461
6. Street Frontage (feet) 936 ft on Hickory Ridge Rd, 782 ft on Rocky River Rd.
7. Current Land Use RE
8. Surrounding Land Use and Zoning Classification

North: Zoning LDR Land Use Single family

South: Zoning CZ-RL Land Use Single family

East: Zoning CZ-RL Land Use Single family

West: Zoning CR Land Use Vacant Land

9. Request to Change Zoning From RE to CZ - B1

10. Is this a request for a Conditional Rezoning? ☒ YES ☐ NO

(If YES, you must also submit an application for a Conditional Rezoning)

11. Purpose for Request: To rezone the property to allow for
a townhome & neighborhood commercial development.



HarrisburgNC

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Owner/Agent/Applicant Information

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner.

I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

12. Property Owner

Address

Phone

Fax

Email:

Signature

13. Agent (if any)

Address

Phone

Fax

Email

Signature

14. Applicant (if any)

Address

Phone

Fax

Email

Signature

True Summit Capital, Inc.

1815 Back Creek Dr.

980. 721. 6636

midlibi@truesummitcapital.com

[Handwritten Signature]

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.



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APPLICATION FOR CONDITIONAL REZONING

Applications for a Conditional District must be accompanied by an application for a Zoning Map Amendment.

1. Please submit fifteen (15) copies of a complete development plan in conformance with Appendix B, Section B-4 of the UDO (all conditional rezoning applications shall include a site specific development plan which, if approved, shall be binding on the property in question). If approved, a zoning site plan review and approval will be required to receive a zoning compliance permit. For specific requirements, please see the form entitled "Site Plan Requirements".
2. Please list the specific permitted land use(s) that you are proposing. Land use(s) shall be chosen from Article 4.6 in the Harrisburg UDO titled "Use Regulations" and shall correspond to the Zoning District requested.

Single-family, attached
Child care Center
Accounting & Tax Services
Banks
Clothing Alterations/Repair
Footwear repair
Dry Cleaning & Laundry Services
Electronic repair (ex: phone repair)
Hair, Skin, Nail Care Services
Architectural/Engineering Services

Interior Design Services
Legal & Financial Services
Medical/Healthcare Offices
Petcare Services (ex: animal hospital)
Real Estate Office
Art Dealer
Bake Goods/Snack Shop
Book/Music Store
Brewery
Clothing Store
Florist

3. Please list any specific conditions that you would be willing to impose as part of this application (example: no outside storage permitted on-site, increased buffer width, etc.).

- Gast Stations & automobile-related uses are prohibited
- Maximum number of Townhome units that can be rented is 10% of total units
- Berm along southern property boundary will be enhanced
- Fence to be installed on eastern side of new public Row
- Vinyl will not be allowed as a primary building material

(Continued)





APPLICATION FOR CONDITIONAL REZONING

Applications for a Conditional District must be accompanied by an application for a Zoning Map Amendment.

1. Please submit fifteen (15) copies of a complete development plan in conformance with Appendix B, Section B-4 of the UDO (all conditional rezoning applications shall include a site specific development plan which, if approved, shall be binding on the property in question). If approved, a zoning site plan review and approval will be required to receive a zoning compliance permit. For specific requirements, please see the form entitled "Site Plan Requirements".
2. Please list the specific permitted land use(s) that you are proposing. Land use(s) shall be chosen from Article 4.6 in the Harrisburg UDO titled "Use Regulations" and shall correspond to the Zoning District requested.

Continued

Gift, novelty, Sovenir store

Health club & fitness uses

Jewelry, Luggage store

Pet Supply store

Pharmacies, health, personal care stores

Restaurants (dine-in & carry out)

Furniture / Lighting showroom

Coffee Shop (restaurant)

Ice Cream shop (restaurant)

3. Please list any specific conditions that you would be willing to impose as part of this application (example: no outside storage permitted on-site, increased buffer width, etc.).



Town of Harrisburg
Planning and Economic Development Department
Rezoning Staff Report

DATE: August 30, 2021

SUBJECT: Shoppes at Hickory Ridge (Blume Corner)

Request H-2021-05-(R): To rezone approximately 14.281 acres from RE (Rural Estate) to CZ-B-1 (Conditional Zoning Neighborhood Commercial/Office)

Location: The subject properties are located on the southeast corner of the intersection of Rocky River Road and Hickory Ridge Road (PIN 5516-47-8347)

Applicant: True Summit Capital and Pulte Homes, represented by ESP Associates

Staff Report Prepared by: Craig Thomas, Senior Planner
Planning and Economic Development Dept.

Neighborhood Meeting: Held May 20, 2021

BACKGROUND:

Area: ±14.281 acres Total

Existing Land Use: Vacant/Single-Family Residential

Zoning within 500 feet: North - Low Density Residential (LDR), Cabarrus County
South - Conditional Low Density Residential (CZ-RL), Town
East - Conditional Low Density Residential (CZ-RL), Town
West - Countryside Residential (CR), County

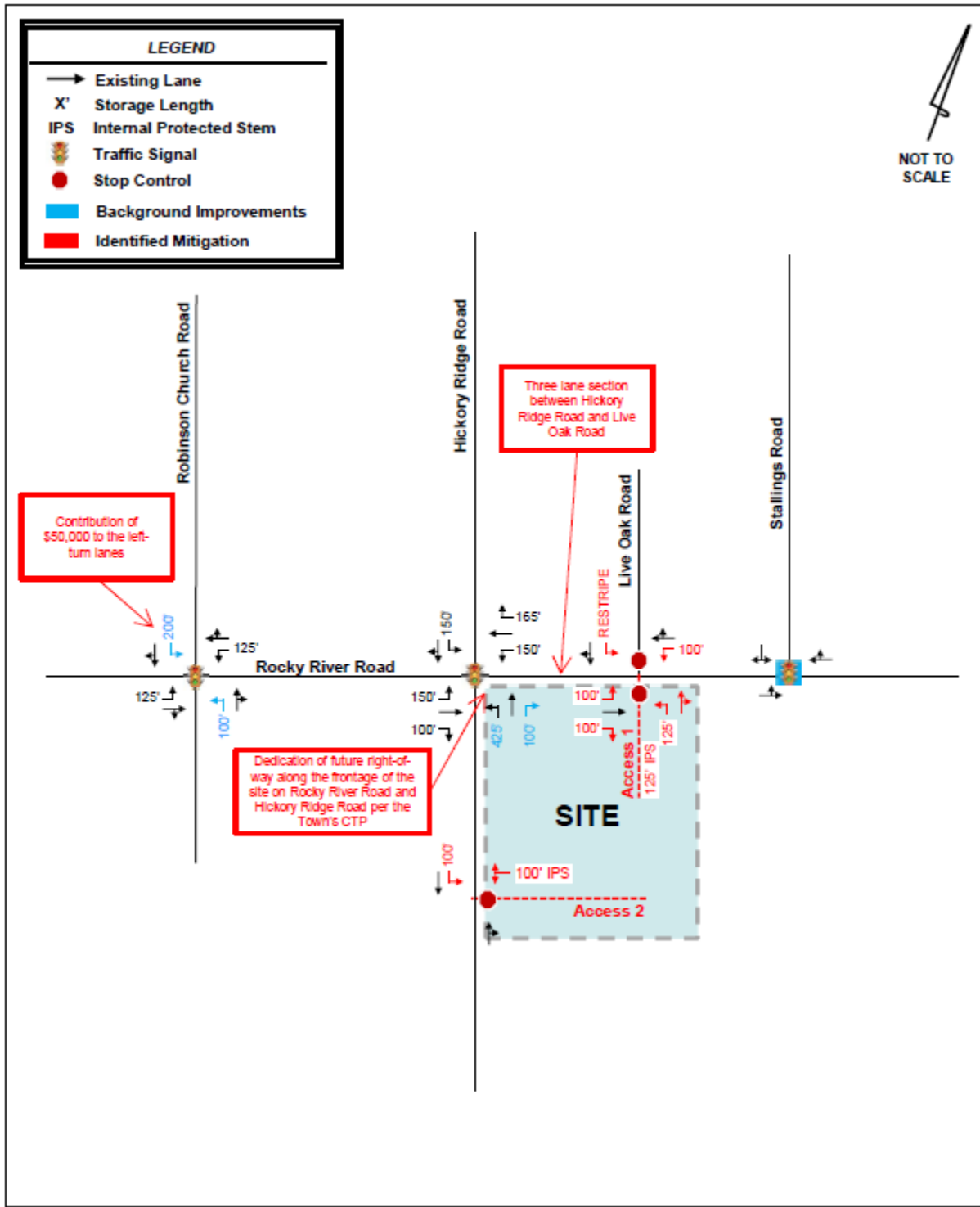
Land Uses within 500 feet: North - Single-family Residential, County
South - Single-family Residential, Town
East - Single-family Residential, Town
West - Single-family Residential, County

APPLICATION SUMMARY:

- The applicant proposes to develop a mixed-use development with five commercial buildings and 55 attached residential units (town homes). To achieve this, the applicant is requesting that the property be rezoned from RE (Rural Estate) to CZ-B1 (Conditional Zoning Neighborhood Commercial/Office) district.
- The property is 14.281 acres, of which 4.65 acres is commercial and 8.89 acres is residential. The proposed residential density of the site is 6.19 dwelling units per acre. The maximum residential density in a B1 District needs to conform to Residential Compact (RC) district which has maximum density of 15 units/acre. Upon approval of this rezoning, the density will be capped at 6.19 units/acre and the site plan will be attached with the land.
- The applicant proposes the dedication of 1.71 acres of open space, including 1.38 acres of active open space, as part of the development. A fee-in-lieu in amount of \$62,800 will be paid towards the Public Open Space requirements.
- As a conditional zoning request, the applicant has submitted a site plan along with the request for rezoning, which is attached for your consideration.
- The property is within the town limits of the Town of Harrisburg and does not require Annexation.
- The applicant agrees to install the following road improvements per the Traffic Impact Analysis (TIA) completed for the project (see map on the following page):
 - **Robinson Church Road and Rocky River Road:**
 - Contribution of \$50,000 to the left-turn lanes along Robinson Church Road
 - **Hickory Ridge Road and Rocky River Road:**
 - Dedication of future right-of-way along the frontage of the site on Rocky River Road and Hickory Ridge Road per the Town's CTP.
 - **Rocky River Road and Live Oak Road/Access 1:**
 - Restripe the southbound approach of Live Oak Road to include a separate left-turn lane with a minimum of 100 feet of storage and a shared through-right lane.
 - Construction of northbound approach of Access 1 with one ingress and two egress lanes and an internal protected stem of 125 feet.
 - Construction of an eastbound right-turn lane along Rocky River Road with a minimum of 100 feet of storage.
 - Construction of an eastbound left-turn lane along Rocky River Road with a minimum of 100 feet of storage. This should create a three-lane section along Rocky River Road, between Hickory Ridge Road and Live Oak Road.
 - Construction of a westbound left-turn lane along Rocky River Road with minimum of 100 feet storage.

- **Hickory Ridge Road and Access 2:**

- Construction of southbound left-turn lane along Hickory Ridge Road with minimum of 100 feet storage.
- Construction of the westbound approach of Access 2 with one ingress and one egress lane and an internal protected stem of 100 feet.



APPROVAL CRITERIA:

1. The size of the tract in question;

The subject property is approximately 14.281 acres in size.

2. Whether the proposal conforms with and is in furtherance of the implementation of the goals and policies of the Comprehensive Plan, other adopted plans, and the goals, objectives and policies of the Ordinance;

Per the Unified Development Ordinance, the intent of the proposed district depicted on the submitted site plan is as follows:

***B-1:** The B-1 district is established to provide small areas for office and professional services combined with shopfront retail uses. This district provides a balance of residential and non-residential land use opportunities. Location of B-1 districts should include lots located at the intersections of collector roads and thoroughfares.*

Per the Harrisburg Area Land Use Plan, the subject property is located in a node designated on the future land use map as **Mixed Use Node D**. The description of Mixed Use Node D is as follows:

“This node will have a smaller non-residential component comprised primarily of neighborhood-serving uses (convenience retail, small restaurants, and service uses). Adjoining townhome and small-lot single family home developments will be designed with pedestrian connections to the center.”

Based on the description of the Mixed Use Node, the proposed town homes, proximity to neighborhood oriented commercial development, and sidewalk connections would meet the intent that has been set for this area in the Land Use Plan.

With regard to the overall goals of the Land Use Plan, **recommendation LU-5** states that the Town should “Expand Housing Options” to appeal to a broad range of audiences just starting out or looking to downsize with affordable high-quality products not currently available.

Recommendation LU-7 of the Plan recommends consistency between the Town’s zoning regulations and the adopted Future Land Use Map. A table included as part of this goal establishes the “appropriate” zoning districts to use when making zoning decisions based on the Future Land Use Map. The map designates this area as Mixed Use and a B-1 zoning classification is deemed a suitable district.

3. The benefits or detriments for the owner, neighbors and surrounding community;

The benefits to the owner of the property would be that single-family attached residential development at the proposed density of 6.19 dwelling units per acre and accompanying commercial properties would provide services not currently available in the area and lessen the dependency on automobile traffic for nearby residents.

As with most developments, the addition of residential units and commercial properties increase trip generations compared to what's there today. Certain intersection improvements and road widening have been required as part of the Traffic Impact Analysis as a means to mitigate and minimize the impact of additional trip generations in the area associated with this development.

4. Whether the proposed request is in compliance with the adequate public facilities criteria;

a. Utilities:

Utilities are available in this area, and are sufficient to meet the needs of this property. Water lines exist along Rocky River Road and Hickory Ridge Road. Sewer access is available from adjacent residential developments. Any utility line extensions or upgrades necessary to serve this development will be the responsibility of the developer.

b. Transportation:

A TIA was complete based on the size of the development and the anticipated amount of traffic generated by the project. All traffic improvements are detailed and depicted on a map in the Application Summary (above) and will be completed and delivered by the proposed project, as per that TIA.

c. Safety and Sanitation Services:

Adequate police, fire, and sanitation services are available for the proposed use, and will be provided upon annexation.

d. Schools:

Per Cabarrus County, the APF Ordinance for schools is currently not being enforced after a ruling by the NC Supreme Court. However, Cabarrus County Schools does still review the capacity of the K-12 schools that this development will feed into and provides future capacity numbers based on the units proposed. For this site, Cabarrus County has provided the following information:

Current Capacity:

Elementary (Hickory Ridge ES)	<u>88%</u>
Middle (Hickory Ridge MS) -	<u>93%</u>
High (Hickory Ridge HS) -	<u>112%</u>

Future Capacity Based on Unbuilt Lots and Including this Request:

Elementary (Hickory Ridge ES)	<u>89%</u>
Middle (Hickory Ridge MS) -	<u>94%</u>
High (Hickory Ridge HS) -	<u>112%</u>

As per Cabarrus County School, the Single-family homes in this development will generate upon full buildout an additional 8 elementary students, 4 middle school students, and 5 high school students.

5. The relationship of the uses envisioned under the new zoning and the uses currently present in adjacent tracts. The Commission shall consider the following:

- a. Whether the proposed zoning is compatible with the surrounding area or whether there will be adverse impacts on the capacity or safety of the portion of street network influenced by the rezoning, parking problems, or environmental impacts that the new use will generate such as excessive storm water runoff, water, air or noise pollution, excessive nighttime lighting or other nuisances;**

The proposed single-family attached development and density of the proposed development (6.19 dwelling units per acre) is slightly higher than surrounding land uses, but compatible considering the location at a major intersection that is designated as a mixed-use node. The stormwater generated will be managed internal to the site using stormwater control measures throughout the development. Several traffic improvements will be made as prescribed by the TIA (included in the Application Summary of this report).

- b. Any change of character in the area due to installation of public facilities, other zoning changes, new growth changes, deterioration, and development;**

Like all other development activity in this area, the development of this land would convert former vacant land into residential and commercial properties, while preserving appropriate area for open space.

- c. The zoning districts and existing land uses of the surrounding properties;**

The areas around this property are generally zoned for low to medium density residential use. The location at the intersection is designated for mixed-use node and provides a natural transition from residential to a mixture of neighborhood oriented commercial, office and residential use. Existing land use patterns in the area typically consist of low to medium density residential neighborhoods.

- d. Whether the subject property is suitable for the uses to which it has been restricted under the existing zoning classification;**

The property is suitable for the uses which it has been restricted to under the existing zoning classification.

- e. Whether the rezoning is compatible with the adjacent neighborhood, especially concerning neighborhood stability and character;**

As previously mentioned, the specific use of the property, single family attached homes and limited commercial, is consistent with surrounding neighborhoods and aligns with Harrisburg Area Land Use Plan (HALUP) mixed-use areas.

- f. The length of time the subject property has remained vacant as zoned (if applicable);**

This property has been vacant.

- g. Whether there is an adequate supply of land available in the subject area and the surrounding community to accommodate the zoning and community needs;**

Land supply is not a direct issue in this area.

- 6. Whether the existing zoning was in error at the time of adoption.**

The existing zoning was not in error at the time of adoption.

Furthermore, as a Conditional Zoning request, the Board must consider the following criteria:

- 7. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and consistency with the purposes, goals, objectives, and policies of the current Land Use Plan.**

The rezoning application to B-1 district of the property, with the proposed density limitation, is consistent with the density and lot size standards established for the base B-1 Zoning District in the Unified Development Ordinance and Mixed Use Node in the Land Use Plan.

The development proposal accompanying the rezoning request would restrict permitted uses to single family attached residences, which are appropriate in this area.

- 8. The use(s) requested are among those listed as an eligible permitted or conditional use in the general use district as included in the rezoning request.**

The applicant is seeking for the following uses to be allowed in this Conditional Zoning District, certain uses are restricted as noted in the Conditions towards the end of this staff report and included on site plan:

- Single-Family Attached Residential
- Child Care Center
- Accounting and Tax Services
- Banks
- Clothing Alterations and Repair
- Footwear Repair
- Dry Cleaning and Laundry Services
- Electronic Repair

- Hair, skin, nail care services
- Architectural/Engineering Services
- Interior Design Services
- Legal and Financial Services
- Medical/Healthcare Offices
- Real Estate Office
- Art Dealer
- Bake Goods/Snack Shop
- Book/Music Store
- Florist
- Gift, Novelty, Souvenir Store
- Health Club
- Jewelry Store
- Restaurant (dine in only)

- 9. The design of the proposed Conditional Zoning (CZ) District use's minimization of adverse effects, including visual impact of the proposed use on adjacent lands; and avoidance of significant adverse impacts on surrounding lands regarding trash, traffic, service delivery, parking and loading, odors, noise, glare and vibration and not create a nuisance.**

The applicant intends to work collaboratively with both Harrisburg town staff and the NC Department of Transportation in establishing appropriate intersection improvements for the development. Improvements include widening of Hickory Ridge Road and Rocky River Road, and turn lanes in both directions.

Landscaping buffers shown are adequate to meet the needs of the adjacent properties, and active open space is designated as part of the subdivision.

- 10. The use limitations and conditions as proposed and/or imposed for the requested district can reasonably be implemented and enforced for the subject property.**

The conditions proposed and imposed for this district can be reasonably implemented on this site.

- 11. When implemented the proposed and/or imposed use limitations and conditions will mitigate specific land development issues that would likely result if the subject property were zoned to accommodate all the uses and the minimum standards of the corresponding general zoning district. If any standards are proposed that are different from the underlying zoning district, the applicant must clearly demonstrate that the overall resultant project is greater than that which is typically allowed by the general district.**

All proposed conditions recommended by staff are to bring the site into conformance with applicable local and state regulations.

12. The applicant has agreed to accept the use limitations and conditions as proposed and/or imposed for the requested district.

The applicant will need to agree to all conditions listed in this staff report. Any additional conditions placed on this property will need the acceptance of the applicant before a decision can be made on this application.

13. For an approval, the Board must adopt a consistency statement that the amendment being considered is either consistent or inconsistent with the adopted land use plan and that the Board considers the action to be reasonable and in the public interest.

The Town Council will need to adopt a consistency statement when a recommendation or decision is made on this item.

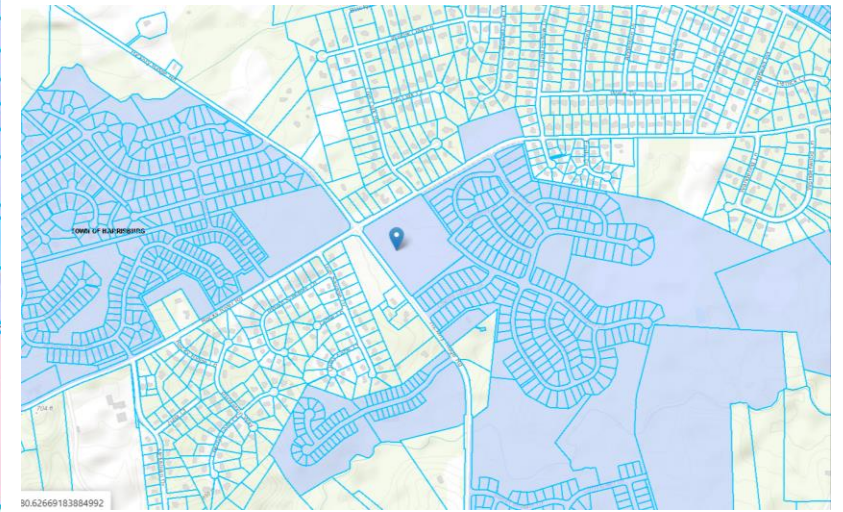
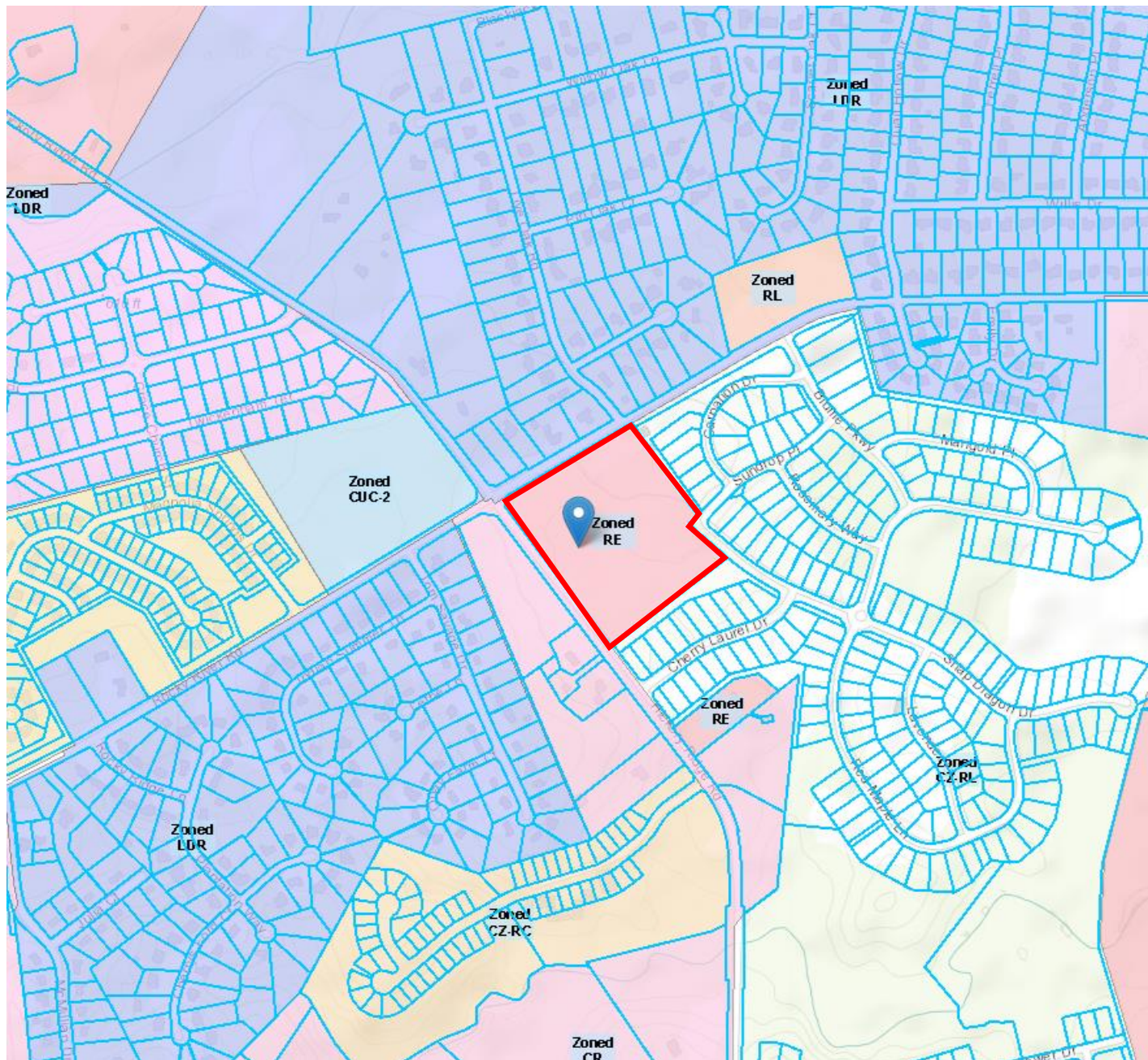
APPROVAL WITH CONDITIONS:

The proposal is a conditional re-zoning request. Conditions may be imposed on the zoning action; staff recommends that the following conditions be placed on this project. Applicant agrees to the following:

1. Applicant agrees to obtain any and all applicable local, state, and federal permits required for development before any development activity can take place.
2. Applicant agrees to prohibit variety stores on the site, Variety store in this case shall mean any store that sells a combination of retail, grocery and household items and has an area greater than 5,000 sq. feet size.
3. Applicant agrees that all uses are limited to the permitted uses (P) outlined for B-1 zoning in the Harrisburg Unified Development Ordinance with the exception of gas stations, convenience stores and automobile related uses, which are prohibited under this conditional rezoning.
4. Applicant agrees to restrict primary cladding materials for all residential buildings to masonry or similar products; vinyl siding will not be used. Commercial buildings shall meet regulations set forth in Appendix E of the current Harrisburg Unified Development Ordinance (UDO) or equivalent UDO section at the time of Construction Document review/approval.
5. Applicant agrees that there will be no exposed concrete foundations and that cladding material must extend to the ground level on all sides of the homes.
6. Applicant agrees to limit the number of townhome rental units to 10% of allowable number of townhomes.
7. Applicant agrees that all stormwater control measures shall be wet ponds with fountain(s), with minimum depth of 10 feet over 25% of the permanent pool area.
8. Applicant agrees mailbox clusters shall meet ADA Standards at a minimum.

RECOMMENDATION:

With the proposed site plan and conditions proposed, the rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP) and the Unified Development Ordinance (UDO). Planning and Zoning Department staff supports approval of the rezoning request with conditions.



H2021-05(R) Rezoning Request

Parcel Identification Number:
5516-47-8347

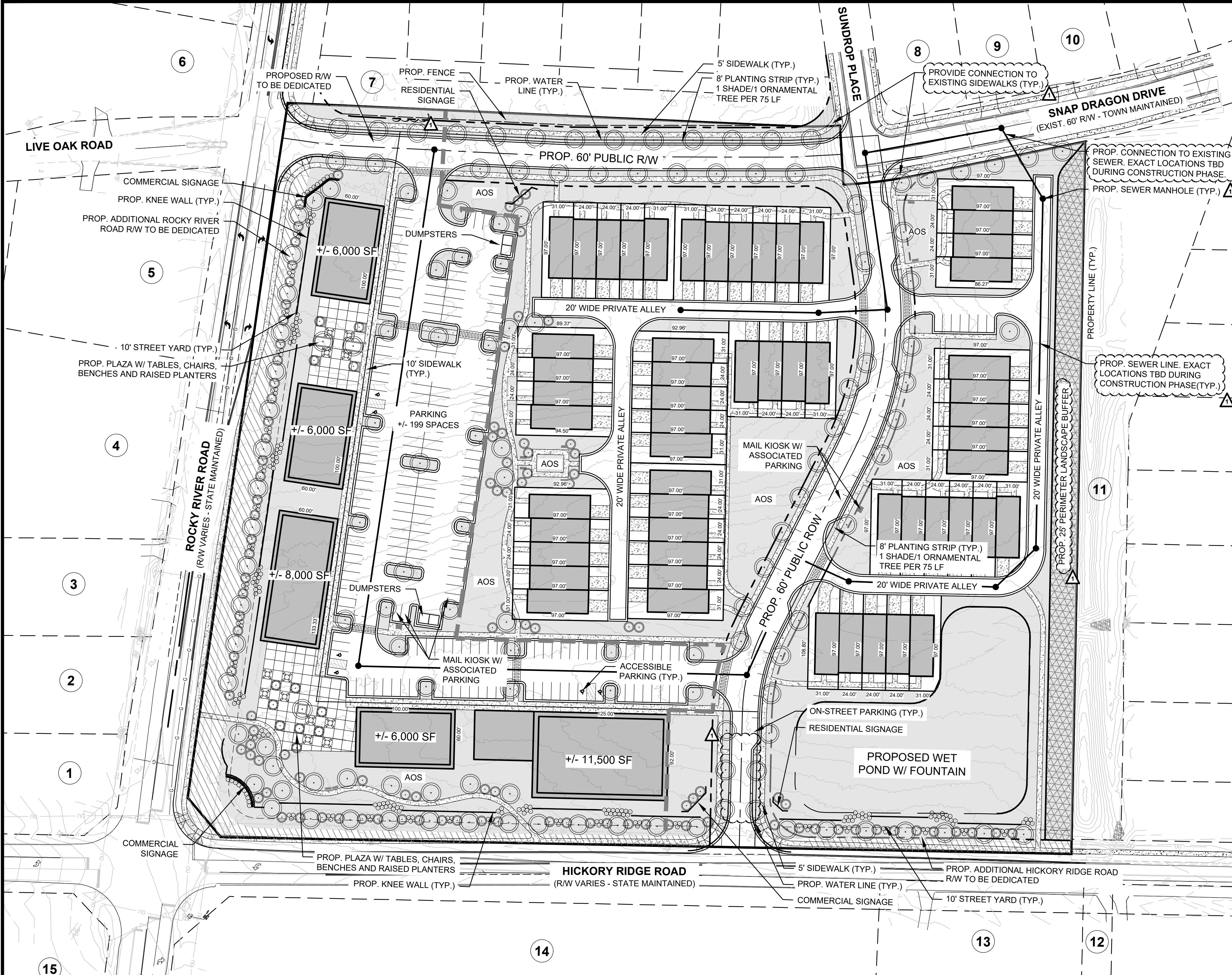
Applicant: True Summit Capital
Current Zoning: Rural Estate (RE)
Requested Rezoning: Conditional Neighborhood
Commercial (CZ-B-1)

Map Created: July 2021

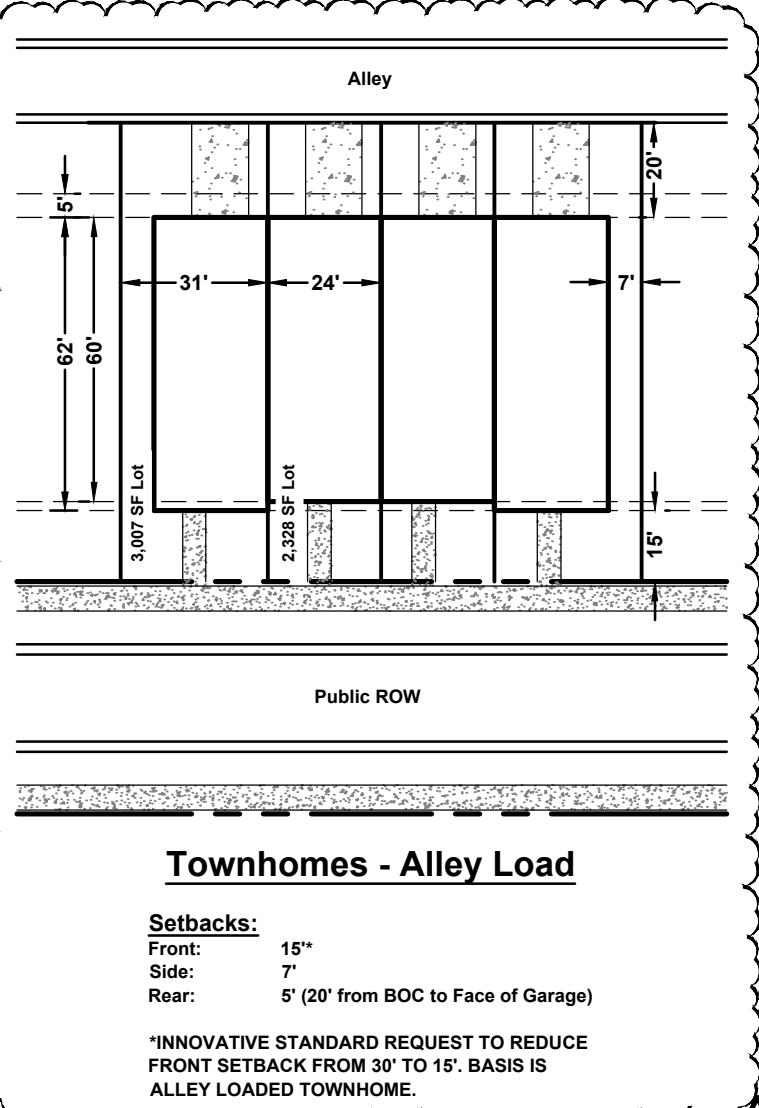


HICKORY RIDGE ROAD SITE

LOCATED IN HARRISBURG, NORTH CAROLINA



TYPICAL TOWNHOME DETAIL NOT TO SCALE



ENGINEERING FIRM: ESP ASSOCIATES, INC.
ADDRESS: 3475 LAKE MOUNT BLVD.
FORT MILL, SC 29708
(803) 855-0908
CONTACT: MATT LEVESQUE
EMAIL: MLEVESQUE@ESPASSOCIATES.COM

DEVELOPER: TRUE SUMMIT CAPITAL
ADDRESS: 1815 BACK CREEK DRIVE
CHARLOTTE, NC 28213

REVIEW AGENCY: TOWN OF HARRISBURG PLANNING & ZONING DEPARTMENT
ADDRESS: 4100 MAIN STREET, SUITE 102
HARRISBURG, NC 28075
(704) 455-5614

VICINITY MAP NOT TO SCALE

SITE DATA:

TAX PARCELS: 55164783470000

TOTAL ACREAGE: +/- 14.281 ACRES (PER SURVEY) **▲**
PROJECT ACREAGE: +/- 13.547 ACRES (APPROX.) **▲**
RESIDENTIAL ACREAGE: +/- 8.89 ACRES*
COMMERCIAL ACREAGE: +/- 4.65 ACRES*

NOTE: BASED ON REMOVAL OF APPROXIMATE FUTURE HICKORY RIDGE ROAD AND ROCKY RIVER ROAD. LOCATION OF FUTURE ROW WILL NEED TO BE VERIFIED.

LOCATION: HARRISBURG, NC

ZONING: RE
EXISTING: B-1 (CZ)
PROPOSED:

TOTAL POTENTIAL UNITS: +/- 55 UNITS
WANDO INTERIOR UNITS: +/- 33 UNITS
ASHLEY EXTERIOR UNITS: +/- 22 UNITS

PROPOSED DENSITY: +/- 6.19 DU/AC**

NOTE: DENSITY CALCULATED USING RESIDENTIAL ACREAGE.

TOWNHOUSE PARKING:
REQUIRED: 83 SPACES (1.5/UNIT)
PROVIDED: +/- 142 SPACES (3.8/UNIT)***

GARAGE SPACES: +/- 54 SPACES
DRIVEWAY SPACES: +/- 54 SPACES
ON-STREET SPACES: +/- 27 SPACES
OFF-STREET SPACES: +/- 7 SPACES

NOTE: PROVIDED PARKING NUMBERS INCLUDE GARAGE, DRIVEWAY, ON-STREET AND OFF-STREET SPACES FOR TOWNHOUSE UNITS. FOUR (4) SPACES ASSOCIATED W/ MAIL KIOSK ARE INCLUDED IN ON-STREET SPACES.

RETAIL/OFFICE PARKING:
REQUIRED: 150 SPACES (1 SPACE/250 GFA - MINIMUM)
250 SPACES (1 SPACE/250 GFA - MAXIMUM)
PROVIDED: +/- 199 SPACES (INCLUDES ACCESSIBLE AND MAIL KIOSK SPACES)

ACCESSIBLE SPACES: +/- 6 SPACES
LOADING/UNLOADING: +/- 1 SPACE
BICYCLE SPACES: +/- 8 SPACES
MAIL KIOSK SPACES: +/- 3 SPACES

OPEN SPACE:
REQUIRED: +/- 1.71 ACRES (12%) MINIMUM
PROVIDED: +/- 1.71 ACRES (12%)****

NOTE: BASED ON TOTAL ACREAGE (+/- 14.28 ACRES) - SUBJECT TO CHANGE. REQUIRED OPEN SPACE BASED ON RC STANDARDS.

ACTIVE OPEN SPACE (AOS):
REQUIRED: +/- 1.38 ACRES (0.025 AC x 55 UNITS)
PROVIDED: +/- 1.38 ACRES

PUBLIC OPEN SPACE DEDICATION:
REQUIRED: +/- 1.57 ACRES (1/4 AC x 55 UNITS)
PROVIDED: +/- 0.00 ACRES****

NOTE: PUBLIC OPEN SPACE DEDICATION REQUIREMENT SHALL BE SATISFIED BY PAYING A FEE IN LIEU.

CONNECTIVITY:
REQUIRED: 1.40
PROPOSED: 2.00 (2 LINKS/1 NODE)

General Notes

- Base information provided by Boundary Survey: "ALTANSPS SURVEY OF: TAX LOT 5551-6478-347-0000 8479 ROCKY RIVER ROAD, 14.281 ACRES" prepared by ESP Associates, Inc. dated June 10, 2021.
- All site zoning and wetland information utilized in the preparation of this Preliminary Zoning Major Site Plan is considered to be preliminary in nature and subject to change and final verification.
- Draft - Do not rely on this document.

Floodplain Information
No floodplain located on site.

Stream/Wetland Information
Stream/Wetland information is based on preliminary information provided to ESP by Cabarrus County GIS data. For purposes of preparation of this Preliminary Zoning Major Site Plan, any potential wetland areas and stream features depicted on the sketch are considered to be preliminary in nature and approximate in location.

Access Points/Driveways/Streets

- Proposed project site entrance locations are considered preliminary in nature and need to be verified for adequate sight distance.
- All roadway and street systems are considered to be preliminary and will need to be verified for sufficiency to satisfy or exceed minimum requirements established in the Town of Harrisburg Unified Development Ordinance and applicable standards identified by NCDOT. Street connections are conceptual and may be subject to change based on agency input and review.

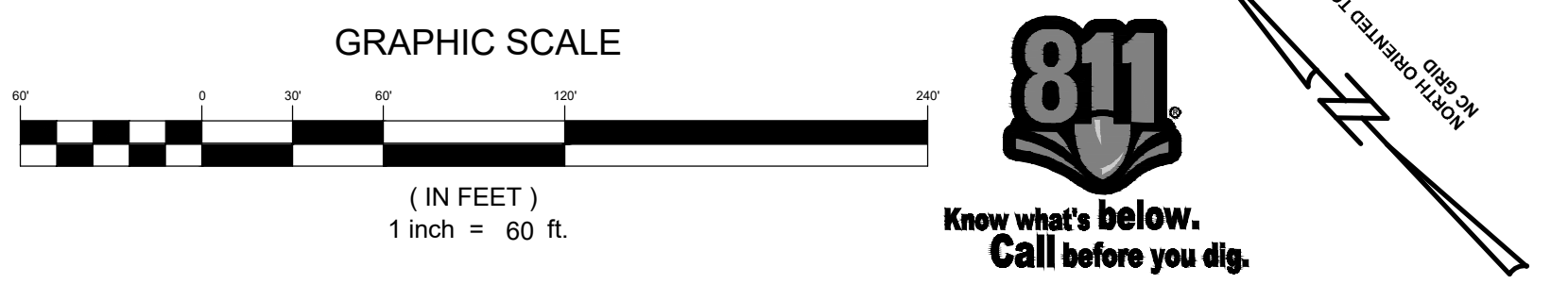
Open Space/Active Open Space
Open Space areas are conceptual and preliminary. The exact location of these areas may change as the client finalizes decisions regarding final layout, product allocation, and as other spatially dependent project components such as stormwater areas, wetland areas, utility features, and buffers, (as applicable) for this project are better defined.

Potential Stormwater Quality Areas
Location of proposed stormwater areas are conceptual and preliminary and still need to be determined. The exact size and location of these areas will change as the client finalizes decisions regarding final layout, product allocation, and as other proposed changes to the project are better defined. Layout and unit count subject to change based on final design of stormwater areas.

Public Information
ESP Associates is not responsible for plan deficiencies created by incorrect, incomplete, missing or outdated information derived from public sources such as GIS, Planning and Zoning departments.

List of Adjacent Property Owners:					
Site Number	Parcel Number	Owner	Owner	Mailing Address	Mailing City
1	55164717620000	DAMON SRINIVAS R	REDDY DEEPA S WF	3559 GROVESIDE ST	HARRISBURG NC 28075
2	55164727690000	DAMON SRINIVAS R	REDDY DEEPA S WF	3559 GROVESIDE ST	HARRISBURG NC 28075
3	55164738540000	SEEGARS JAMES H TRUSTEE	SEEGARS PATRICIA M TRUSTEE	6484 ROCKY RIVER RD	HARRISBURG NC 28075
4	55164745830000	PRICE JAMES B JR	PRICE GERALDINE WF	8478 ROCKY RIVER RD	HARRISBURG NC 28075
5	55164779050000	BRADLEY BRONIA F	BRADLEY JAMES R	8474 LIVE OAK RD	HARRISBURG NC 28075
6	55164881200000	MOORE CAMERON B	MOORE JORDAN SPOUSE	8475 LIVE OAK RD	HARRISBURG NC 28075
7	55165739290000	BLUMER HOMESOWNERS ASSN INC	BLUMER HOMESOWNERS ASSN INC	C/O CAMS COMMUNITY MGMT	WILMINGTON NC 28403
8	55165739800000	BLUMER HOMESOWNERS ASSN INC	BLUMER HOMESOWNERS ASSN INC	C/O CAMS COMMUNITY MGMT	WILMINGTON NC 28403
9	55165744410000	KANDISANY GOVINDARAJU	GOVINDARAJU KANDISANY	2505 SNAP DRAGON DR	HARRISBURG NC 28075
10	55165749590000	MATTHEW WILLIAM E	SPOUSE	2511 SNAP DRAGON DR	HARRISBURG NC 28075
11	55165750350000	BLUMER HOMESOWNERS ASSN INC	BLUMER HOMESOWNERS ASSN INC	C/O CAMS COMMUNITY MGMT	WILMINGTON NC 28403
12	55166464340000	TOWNSEND ROY L JR	SHERILL FORD	4562 PARADISE CV	HARRISBURG NC 28075
13	55166467290000	HAMBUR GLENN E	PRICE GERALDINE WF	8642 HICKORY RIDGE ROAD	HARRISBURG NC 28075
14	55164730780000	PRICE JAMES B JR	PRICE GERALDINE WF	8478 ROCKY RIVER RD	HARRISBURG NC 28075
15	55163756740000	MAGNOLIA CORNERS LLC A NC LLC	PO BOX 578	MATTHEWS NC 28056	
Property Owners	55164783470000	BLUMER FAMILY FARM LLC	A NC LTD LIABILITY CO	12127 CRESCENT AVE	GASTONIA NC 28052

INDEX OF SHEETS			
SHEET NO.	SHEET NAME	ORIGINAL DATE	REVISED DATE
1 OF 2	PRELIMINARY ZONING MAJOR SITE PLAN - COVER SHEET	04/05/2021	06/29/2021
2 OF 2	TECHNICAL DATA SHEET	04/05/2021	06/29/2021



NO.	DATE	REVISION	BY
1	06/29/2021	REVISED PER STAFF COMMENTS	MW

PRELIMINARY ZONING MAJOR SITE PLAN
COVER SHEET (1 OF 2)

HICKORY RIDGE ROAD SITE

HARRISBURG, NC

TRUE SUMMIT CAPITAL

PROJECT INFORMATION	
PROJECT MANAGER:	ML
DESIGNED BY:	MJ
DRAWN BY:	MJ
PROJECT NUMBER:	JN76.100
ORIGINAL DATE:	4/5/2021
SHEET:	1 OF 2

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U:\2021 Projects\UJ\0261- Hickory Ridge Road Site (Pulse)\Submittal Working Drawings\2021_06-xx_Rezoning 2nd Sheet\Sheets\N76-TDS.dwg, TDS.mxd

1. GENERAL PROVISIONS:

- A. SITE LOCATION:
- THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING PETITION FILED BY TRUE SUMMIT CAPITAL ("PETITIONER") TO ACCOMMODATE THE DEVELOPMENT OF UP TO FIFTY-FIVE (55) SINGLE-FAMILY ATTACHED DWELLING UNITS AND 31,500 SQUARE FEET OF COMMERCIAL AND OFFICE USES AS GENERALLY DEPICTED ON THE REZONING PLAN. THE PROPOSED DEVELOPMENT WILL BE ON AN APPROXIMATELY 14.285 ACRE SITE LOCATED ON HICKORY RIDGE ROAD (THE "SITE").
- B. ZONING DISTRICTS/ORDINANCE:
- DEVELOPMENT OF THE SITE WILL BE GOVERNED BY THE REZONING PLAN AS WELL AS THE APPLICABLE PROVISIONS OF THE HARRISBURG ZONING ORDINANCE (THE "ORDINANCE"). UNLESS THE REZONING PLAN ESTABLISHES MORE STRINGENT STANDARDS THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE B-1 ZONING CLASSIFICATION SHALL GOVERN.
- C. GRAPHICS AND ALTERATIONS:
- THE SCHEMATIC DEPICTIONS LOTS, SIDEWALKS, STRUCTURES AND BUILDINGS, BUILDING ELEVATIONS, DRIVEWAYS, STREETS AND OTHER DEVELOPMENT MATTERS AND SITE ELEMENTS (COLLECTIVELY THE "DEVELOPMENT/SITE ELEMENTS") SET FORTH ON THE REZONING PLAN SHOULD BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE LAYOUT, LOCATIONS, SIZES AND FORMULATIONS OF THE DEVELOPMENT/ SITE ELEMENTS DEPICTED ON THE REZONING PLAN ARE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS PROPOSED. CHANGES TO THE REZONING PLAN NOT ANTICIPATED BY THE REZONING PLAN WILL BE REVIEWED AND APPROVED AS ALLOWED BY ORDINANCE.
 - SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. THEREFORE, THERE MAY BE INSTANCES WHERE MINOR MODIFICATIONS WILL BE ALLOWED WITHOUT REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER THE ORDINANCE. THESE INSTANCES WOULD INCLUDE CHANGES TO GRAPHICS IF THEY ARE MINOR AND DON'T MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN.
 - THE PLANNING DIRECTOR WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PER THIS AMENDED PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA DESCRIBED ABOVE, THE PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS OF THE ORDINANCE; IN EACH INSTANCE, HOWEVER, SUBJECT TO THE PETITIONER'S APPEAL RIGHTS SET FORTH IN THE ORDINANCE.

2. PERMITTED USES:

- A. RESIDENTIAL USES: THE SITE MAY BE DEVELOPED WITH UP TO FIFTY-FIVE (55) SINGLE FAMILY ATTACHED RESIDENTIAL UNITS.
- B. NON-RESIDENTIAL USE: THE SITE MAY BE DEVELOPED WITH UP TO 31,500 SQUARE FEET OF USES PERMITTED IN THE B-1 ZONING DISTRICT. THE FOLLOWING USES SHALL BE PROHIBITED:
- VARIETY STORES (VARIETY STORE SHALL MEAN ANY STORE THAT SELLS A COMBINATION OF RETAIL, GROCERY AND HOUSEHOLD ITEMS IN EXCESS OF 5,000 SQUARE FEET)
 - GAS STATIONS
 - CONVENIENCE STORES AND AUTOMOBILE RELATED USES

3. ACCESS AND TRANSPORTATION:

- I. PROPOSED ACCESS:
- ACCESS TO THE SITE WILL BE FROM HICKORY RIDGE ROAD AS GENERALLY DEPICTED ON THE REZONING PLAN.
 - THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS ARE SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE DEVELOPMENT AND CONSTRUCTION PLANS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE TOWN OF HARRISBURG AND/OR NCDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.
 - THE PETITIONER SHALL INSTALL PHASED TRANSPORTATION IMPROVEMENTS PER THE APPROVED TRAFFIC IMPACT ANALYSIS.
 - THE OVERALL STREET NETWORK IS CONCEPTUAL IN NATURE AND MAY BE ADJUSTED DURING THE PERMITTING PROCESS SO LONG AS THE PROVISIONS OF THE ORDINANCE RELATED TO CONNECTIVITY, BLOCK LENGTHS AND LINKS ARE ADHERED TO.
 - THE SITE SHALL MEET THE PROVISIONS OF THE ORDINANCE RELATED TO CONNECTIVITY.
- II. PROPOSED IMPROVEMENTS:
- THE PETITIONER PLANS TO PROVIDE OR CAUSE TO BE PROVIDED ON ITS OWN OR IN COOPERATION WITH OTHER PARTIES WHO MAY IMPLEMENT PORTIONS OF THE IMPROVEMENTS, THE IMPROVEMENTS SET FORTH IN THE APPROVED TRANSPORTATION IMPACT STUDY SUBJECT TO THE PROVISIONS SET FORTH IN SECTION III.

III. STANDARDS, PHASING AND OTHER PROVISIONS:

- TOWN OF HARRISBURG AND NCDOT STANDARDS: ALL OF THE PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE STANDARDS AND CRITERIA OF THE TOWN OF HARRISBURG AND/OR NCDOT (AS IT RELATES TO THE ROADWAY IMPROVEMENTS WITHIN THEIR RESPECTIVE ROAD SYSTEM AUTHORITY). IT IS UNDERSTOOD THAT AN ALTERNATE PAYMENT SCHEDULE IS NOT PERMITTED AND ROADWAY CROSS SECTIONS WILL BE REVIEWED AND APPROVED AT THE CONSTRUCTION DOCUMENT PHASE. IT IS ALSO UNDERSTOOD THAT SUCH IMPROVEMENTS MAY BE UNDERTAKEN BY THE PETITIONER ON ITS OWN OR IN CONJUNCTION WITH OTHER DEVELOPMENT OR ROADWAY PROJECTS TAKING PLACE WITHIN THE AREA, BY WAY OF A PRIVATE/PUBLIC PARTNERSHIP EFFORT OR OTHER PUBLIC SECTOR PROJECT SUPPORT.
- PHASING: TO BE FORTHCOMING.
- SUBSTANTIAL COMPLETION: REFERENCE TO "SUBSTANTIAL COMPLETION" FOR CERTAIN IMPROVEMENTS AS SET FORTH IN THE PROVISIONS OF THE APPROVED TIS SHALL MEAN COMPLETION OF THE ROADWAY IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS SET FORTH IN THE APPROVED TIS PROVIDED, HOWEVER, IN THE EVENT CERTAIN NON-ESSENTIAL ROADWAY IMPROVEMENTS (AS REASONABLY DETERMINED BY THE TOWN OF HARRISBURG) ARE NOT COMPLETED AT THE TIME THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN CONNECTION WITH RELATED DEVELOPMENT PHASING DESCRIBED ABOVE, THEN THE TOWN OF HARRISBURG MAY INSTRUCT APPLICABLE AUTHORITIES AND/OR DEPARTMENTS TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS, AND IN SUCH EVENT THE PETITIONER MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE IMPROVEMENTS.
- RIGHT-OF-WAY CONVEYANCE: THE PETITIONER WILL DEDICATE VIA FEE SIMPLE CONVEYANCE ANY ADDITIONAL RIGHT-OF-WAY INDICATED ON THE REZONING PLAN AS RIGHT-OF-WAY TO BE DEDICATED, THE ADDITIONAL RIGHT-OF-WAY WILL BE DEDICATED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY. THE PETITIONER WILL PROVIDE A PERMANENT SIDEWALK EASEMENT FOR ANY OF THE PROPOSED SIDEWALKS LOCATED ALONG THE PUBLIC STREETS LOCATED OUTSIDE OF THE RIGHT-OF-WAY WHERE ROW DEDICATION IS NOT PROVIDED.
- ALTERNATIVE IMPROVEMENTS: CHANGES TO THE ABOVE REFERENCED ROADWAY IMPROVEMENTS CAN BE APPROVED THROUGH COUNCIL ACTION UPON THE DETERMINATION AND MUTUAL AGREEMENT OF PETITIONER, AND THE TOWN OF HARRISBURG; PROVIDED, HOWEVER, THE PROPOSED ALTERNATE TRANSPORTATION IMPROVEMENTS PROVIDE (IN THE AGGREGATE) COMPARABLE TRANSPORTATION NETWORK BENEFITS TO THE IMPROVEMENTS IDENTIFIED IN THIS PETITION IN THE OVERALL AREA OF THE REZONING. IT IS UNDERSTOOD THAT CHANGES TO THE TIA SHALL NOT REQUIRE A REZONING.
FOR EXAMPLE, TRANSPORTATION IMPROVEMENTS MAY BE SUBSTITUTED AND/OR PAYMENT IN LIEU FOR OTHER IMPROVEMENTS IN THE OVERALL AREA OF THE REZONING MAY BE IMPLEMENTED AS DESCRIBED IN SUBSECTION (D) ABOVE.

4. ARCHITECTURAL STANDARDS:

- A. RESIDENTIAL BUILDING MATERIALS: THE BUILDING MATERIALS USED ON THE RESIDENTIAL BUILDINGS CONSTRUCTED ON SITE WILL BE A COMBINATION OF PORTIONS OF THE FOLLOWING: BRICK, STONE, PRECAST STONE, SYNTHETIC STONE, CEMENTIOUS FIBER BOARD, CEMENTITIOUS FIBER SHAKE, EIFS, STUCCO, DECORATIVE BLOCK AND/OR WOOD. VINYL OR ALUMINUM SHALL NOT BE USED AS A PRIMARY SIDING MATERIAL, HOWEVER IT MAY BE USED ON WINDOWS, SOFFITS, FASCIA AND/OR SIMILAR ROOF OVERHANG ELEMENTS, HANDRAILS/RAILINGS, AND/OR OTHER MISCELLANEOUS TRIM ELEMENTS. THE PROPOSED ROOFING MATERIALS WILL BE ARCHITECTURAL SHINGLES, SLATE, TILE AND/OR METAL.
- B. NON-RESIDENTIAL BUILDINGS: COMMERCIAL BUILDINGS SHALL MEET REGULATIONS SET FORTH IN APPENDIX E OF THE HARRISBURG UNIFIED DEVELOPMENT ORDINANCE.
- C. THE PETITIONER AGREES TO RESTRICT CLADDING MATERIALS FOR ALL BUILDINGS TO CLADDING PRODUCTS OTHER THAN VINYL SIDING.
- D. THERE SHALL BE NO EXPOSED CONCRETE FOUNDATIONS; SIDING AND/OR OTHER MATERIALS MUST EXTEND TO THE GROUND LEVEL ON ALL SIDES OF THE HOMES.

5. BUFFERS, YARDS, AND OPEN SPACE:

- A. A TWENTY-FIVE (25) FOOT PERIMETER LANDSCAPE BUFFER SHALL BE PROVIDED AS GENERALLY DEPICTED ON THE REZONING PLAN.
- B. OPEN SPACE SHALL BE PROVIDED AS GENERALLY DEPICTED ON THE REZONING PLAN AND IS INTENDED TO PROVIDE POCKETS OF OPEN SPACE THROUGHOUT THE DEVELOPMENT. OPEN SPACES MAY INCLUDE BENCHES, PLAY STRUCTURES, TRAILS, SIGNATURE LANDSCAPING, COURTYARDS, LAWNS AND/OR OTHER FEATURES THAT PROVIDE OPPORTUNITIES TO RECREATE OR FOSTER COMMUNITY ENGAGEMENT.
- C. THE PETITIONER SHALL MITIGATE OR REPLACE HERITAGE TREES IF DAMAGED DURING CONSTRUCTION IN ACCORDANCE WITH THE ORDINANCE.
- D. WET PONDS WILL HAVE A TEN (10) FOOT DEPTH OVER MINIMUM 25% OF THE PERMANENT POOL AREA.
- E. THE APPLICANT AGREES TO NOT UTILIZE SAND FILTERS AS A STORMWATER CONTROL MEASURE.

6. ENVIRONMENTAL FEATURES:

- A. STORMWATER AND WATER QUALITY FEATURES AND DETAILS SHALL COMPLY WITH THE ORDINANCE AND ENGINEERING STANDARDS. THE PETITIONER RESERVES THE RIGHT TO PROVIDE UNDERGROUND STORMWATER FACILITIES IN LIEU OF WET PONDS.
- B. ALL STORMWATER BMPS WILL BE SCREENED BY LANDSCAPING ON ANY SIDE FACING LOTS AND WHEN VISIBLE FROM PUBLIC STREETS. BMP(S) FRONTING PUBLIC STREETS SHALL INCLUDE AMENITIES AND SERVE AS A FEATURE FOR THE COMMUNITY. ALL WET PONDS SHALL BE CONSTRUCTED WITH A FOUNTAIN.
- C. THE PETITIONER SHALL MITIGATE OR REPLACE HERITAGE TREES IF DAMAGED DURING CONSTRUCTION IN ACCORDANCE WITH THE ORDINANCE.
- D. WET PONDS WILL HAVE A TEN (10) FOOT DEPTH OVER MINIMUM 25% OF THE PERMANENT POOL AREA.
- E. THE APPLICANT AGREES TO NOT UTILIZE SAND FILTERS AS A STORMWATER CONTROL MEASURE.

7. MISCELLANEOUS PROVISIONS:

- A. PETITIONER AGREES TO OBTAIN ALL APPLICABLE LOCAL, STATE, AND FEDERAL PERMITS REQUIRED FOR DEVELOPMENT BEFORE ANY DEVELOPMENT ACTIVITY OCCURS ON THE SITE.
- B. MAILBOX CLUSTERS SHALL MEET ADA STANDARDS.

8. AMENDMENTS TO THE REZONING PLAN:

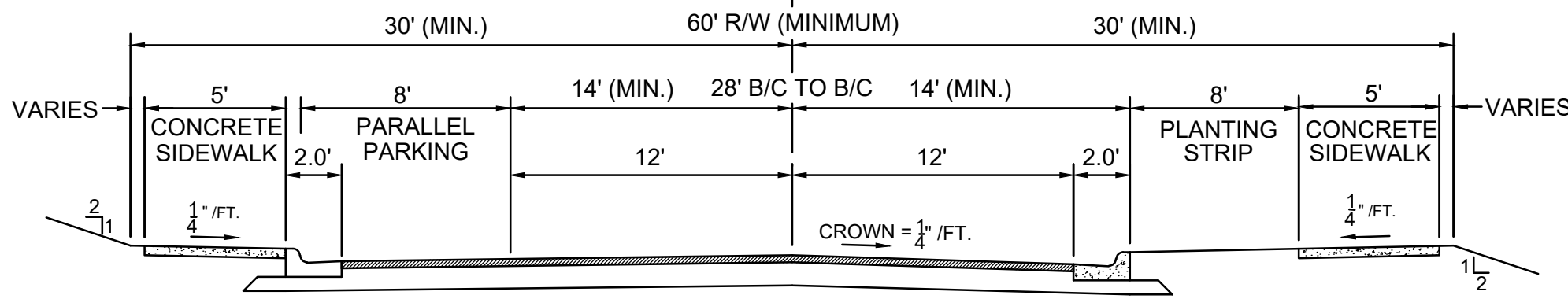
- A. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE APPLICABLE PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE ORDINANCE.

9. BINDING EFFECT OF THE REZONING APPLICATION:

- A. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT OF THE SITE IMPOSED UNDER THE REZONING PLAN WILL, UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE ORDINANCE, BE BINDING UPON AND INSURE TO THE BENEFIT OF THE PETITIONER AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST OR ASSIGNS.

NOTABLE CONDITIONS:

- A. SHOPPES AT HICKORY RIDGE PROJECT CONDITIONS:
- APPLICANT AGREES TO OBTAIN ANY AND ALL APPLICABLE LOCAL, STATE, AND FEDERAL PERMITS REQUIRED FOR DEVELOPMENT BEFORE ANY DEVELOPMENT ACTIVITY CAN TAKE PLACE (PLANNING) (SEE DEVELOPMENT STANDARDS SECTION 7).
 - A DRIVEWAY PERMIT FROM NCDOT WILL BE REQUIRED FOR THE ENTRANCES OFF OF HICKORY RIDGE ROAD & ROCKY RIVER ROAD. A TOWN PERMIT WILL BE REQUIRED FOR ACCESS ALONG SNAP DRAGON ROAD. ALL RIGHTS-OF-WAY NECESSARY FOR ROAD IMPROVEMENTS WILL BE ACQUIRED PRIOR TO NCDOT DRIVEWAY PERMIT BEING EXECUTED.
 - THE DEVELOPER SHALL BE RESPONSIBLE TO MAKE ALL ROADWAY IMPROVEMENTS AS IDENTIFIED IN THE APPROVED TIA (NCDOT) (SEE DEVELOPMENT STANDARDS SECTION 3).
 - APPLICANT AGREES TO DEDICATE ADDITIONAL FUTURE RIGHT-OF-WAY FROM THE EXISTING RIGHT OF WAY SO THAT THE TOTAL DEDICATION IS 62.5 FEET FROM CENTERLINE ON ROCKY RIVER ROAD AND 40 FEET FROM CENTERLINE ON HICKORY RIDGE ROAD.
 - APPLICANT AGREES THAT WET POND SHALL BE INTERACTIVE FEATURE OF THE COMMUNITY WITH A FOUNTAIN AND MINIMUM DEPTH OF 10 FEET OVER 25% OF THE PERMANENT POOL AREA (SEE DEVELOPMENT STANDARDS SECTION 6).
 - APPLICANT AGREES THAT ALL USES ARE LIMITED TO THE PERMITTED USES (P) OUTLINED FOR B-1 ZONING IN THE HARRISBURG UNIFIED DEVELOPMENT ORDINANCE WITH THE EXCEPTION OF GAS STATIONS, CONVENIENCE STORE AS AND AUTOMOBILE RELATED USES, WHICH ARE PROHIBITED UNDER THIS CONDITIONAL REZONING (SEE DEVELOPMENT STANDARDS SECTION 2).
 - APPLICANT AGREES TO PROHIBIT VARIETY STORES (VARIETY STORE SHALL MEAN ANY STORE THAT SELLS A COMBINATION OF RETAIL, GROCERY AND HOUSEHOLD ITEMS IN EXCESS OF 5,000 SQUARE FEET) (SEE DEVELOPMENT STANDARDS SECTION 2).
 - APPLICANT AGREES TO RESTRICT PRIMARY CLADDING MATERIALS FOR ALL RESIDENTIAL BUILDINGS TO MASONRY OR SIMILAR PRODUCTS; VINYL SIDING WILL NOT BE USED. COMMERCIAL BUILDINGS SHALL MEET REGULATIONS SET FORTH IN APPENDIX E OF THE HARRISBURG UNIFIED DEVELOPMENT ORDINANCE (SEE DEVELOPMENT STANDARDS SECTION 4).
 - APPLICANT AGREES THAT THERE WILL BE NO EXPOSED CONCRETE FOUNDATIONS AND THAT SIDING AND/OR OTHER MATERIAL MUST EXTEND TO THE GROUND LEVEL ON ALL SIDES OF THE HOMES (SEE DEVELOPMENT STANDARDS SECTION 4).
 - APPLICANT AGREES TO LIMIT THE NUMBER OF TOWNHOME RENTAL UNITS TO 10% OF THE ALLOWABLE NUMBER OF TOWNHOMES CONTINGENT UPON FURTHER EVALUATION OF IMPACTS ON MORTGAGE LENDING CRITERIA; FINAL DECISION ON THE RENTAL CAP TO BE DETERMINED DURING THE PRELIMINARY PLAT REVIEW AND APPROVAL.
 - APPLICANT AGREES MAILBOX CLUSTERS SHALL MEET ADA STANDARDS AT A MINIMUM (SEE DEVELOPMENT STANDARDS SECTION 7).
 - APPLICANT AGREES THAT ALL STREETS SHOULD BE TO THE TOWN OF HARRISBURG ENGINEERING DESIGN STANDARDS, ALTERNATE PAVEMENT SCHEDULE IS NOT ALLOWABLE. ROADWAYS CROSS SECTIONS WILL BE REVIEWED AND APPROVED AT THE CONSTRUCTION DOCUMENT PHASE (SEE DEVELOPMENT STANDARDS SECTION 3).



LOCAL RESIDENTIAL STREET (COLLECTOR)
W/ PARALLEL PARKING ON BOTH SIDES - 60' R/W

NOTES:

- SIDEWALK SHALL BE PROVIDED ON BOTH SIDES OF STREET A MINIMUM OF 8' FROM BACK OF CURB. IN AREAS WHERE PARALLEL PARKING IS PROVIDED, SIDEWALK SHALL BE LOCATED AT BACK OF CURB.
- AN ALTERNATIVE PAVEMENT DESIGN MAY BE REQUIRED BY TOWN OF HARRISBURG BASED ON SPECIFIC TRAFFIC PARAMETERS.
- DEVELOPER MAY SUBMIT AN ALTERNATIVE PAVEMENT DESIGN OF EQUAL OR GREATER STRENGTH TO DIRECTOR OF ENGINEERING FOR APPROVAL.



NO.	DATE	REVISION	BY
1	06/29/2021	REVISED PER STAFF COMMENTS	MW

TECHNICAL DATA SHEET
SHEET (2 OF 2)

HICKORY RIDGE ROAD SITE
TRUE SUMMIT CAPITAL
HARRISBURG, NC

PROJECT INFORMATION	
PROJECT MANAGER:	ML
DESIGNED BY:	MJ
DRAWN BY:	MJ
PROJECT NUMBER:	JN76.100
ORIGINAL DATE:	4/5/2021
SHEET:	
2 OF 2	

COMMUNITY MEETING REPORT FOR HICKORY RIDE ROAD AND ROCKY RIVER ROAD

Petitioner: True Summit Capital with The Pulte Group

Property: ± 14.285 acres located at Hickory Ridge Road and Rocky River Road

This Community Meeting Report is being filed with the Office of the City Clerk and the Planning Department.

PERSONS AND ORGANIZATIONS CONTACTED WITH DATES AND EXPLANATIONS OF HOW CONTACTED:

The required Community Meeting was held virtually on Thursday May 20, 2021. The Town of Harrisburg mailed a written notice of the date, time, and details of the Virtual Community Meeting to the individuals and organizations as required by Ordinance.

TIME AND DATE OF MEETING:

The Community Meeting required by the Ordinance was held virtually on Thursday May 20, 2021, at 6:00 PM.

PERSONS IN ATTENDANCE AT MEETING:

The list of registered attendees from the required Virtual Community Meeting is attached as **Exhibit A**. The Petitioner's representatives at the required Community Meeting were Mohammed Idlibi with True Summit Capital, Matt Kearns with The Pulte Group, Matt Levesque with ESP and Associates, and Bridget Grant with Moore & Van Allen, PLLC.

SUMMARY OF ISSUES DISCUSSED AT MEETING:

I. Overview of Petitioner's Presentation.

Introduction and Overview of Development Plan.

After introductions by the Town of Harrisburg Planning Staff, Bridget Grant welcomed everyone in attendance and introduced the rezoning team.

Matt Kearns with The Pulte Group gave a brief overview of Pulte's development history and its intent to develop a quality townhome community on the site in partnership with True Summit Capital's non-residential uses.

Ms. Grant described the benefits of conditional zoning, the site location, and the plan's consistency with the adopted land use policy. Ms. Grant described that the proposed plan would allow the development of up to 55 townhomes, 12,000 square feet of retail, 14,000 square feet of office, and 11,500 square feet for a childcare facility.

The development team described the Transportation Impact Study (TIS) and the required transportation improvements required to mitigate the traffic impacts.

Ms. Grant closed by sharing precedent images that reflect the quality of the development anticipated for the site and then opened the meeting up for questions.

II. Summary of Questions/Comments and Responses:

The following groups the question/comments into four areas: land use, residential uses, non-residential uses, and traffic and connectivity.

LAND USE – It was clarified that this meeting is a follow up to a petition that was filed in early 2020. The applicant and town staff agreed to hold a second community meeting given the delay and new residential partner. One attendee asked why develop non-residential uses in this location. Ms. Grant and Mr. Nepal explained that the proposed mix of uses is consistent with the adopted land use policy which recommends townhome and commercial uses in this location. One attendee inquired what BMP's are and another asked for additional detail on the fountain. Staff confirmed BMPs are required water quality features that will be improved as fountains to be aesthetically pleasing. The development team explained that it is their intention to develop the site in a manner that provides easily accessible amenities and services in a walkable format consistent with the vision set forth in the land use plan. Providing a mix of uses in close proximity to homes can decrease the number of trips people take in cars further away from home. One resident inquired what would happen if the plan couldn't be developed. Ms. Grant and Mr. Nepal confirmed that any change to the approved plan would require another rezoning with additional community engagement. The conditions of the plan remain with the land regardless of ownership.

RESIDENTIAL USES. Several participants asked about the quality of the homes to be constructed on the site and the potential price points. The development team anticipates the price points to be in the high two's or low three's but market changes can impact the sales prices. Ms. Grant confirmed that the community would have its own HOA and amenity areas; there is no expectation that the residents of the proposed Pulte community will be permitted to use Blume amenities. The townhomes are a "for sale" product. Residents requested that a "quality" or "higher-end" community be developed on the site. One attendee noted that the anticipated price per square foot is comparable to the home values in Blume.

NON-RESIDENTIAL USES – One attendee inquired about the proposed non-residential uses. Ms. Grant noted that the development team is seeking uses that are considered "neighborhood services" and are intended to serve the surrounding residential communities. Mr. Nepal confirmed that all uses in the B-1 zoning district are permitted subject to the conditions of the rezoning. Several attendees requested that a "dollar general" type store not be permitted on the site. Ms. Grant confirmed that the development team would further amend the list of permitted uses and look to exclude what are commonly referred to as "variety stores" as well as gas stations, vape stores, fast food restaurants, or other uses not desired by the adjacent existing residential. The development team also confirmed that the proposed non-residential uses will be one story.

TRAFFIC & CONNECTIVITY

Several participants inquired about the traffic study. It was confirmed that the traffic study takes into consideration all approved plans. The staff will go back to the traffic engineer to address including the traffic counts from the recently approved rezoning at Hickory Ridge and Lower Rocky River. Residents of Blume expressed concern that traffic would increase within their community. Ms. Grant described how the extension of existing streets would provide more options to access Hickory Ridge Road and Rocky River Road. One attendee requested that a pedestrian connection be provided to Blume South; it was noted that a pedestrian connection is not anticipated. It was confirmed that Snap Dragon would connect to the new development and extend to Rocky River Road. Mr. Nepal confirmed that the street connections are required.

In closing, Ms. Grant and Mr. Nepal shared their email addresses in order to address any remaining questions.

CHANGES MADE TO PETITION AS A RESULT OF THE MEETING:

The development team will revise the conditions to include additional prohibited uses.

cc: Sushil Nepal, Planning Director, Town of Harrisburg
Mohammed Idlibi, True Summit Capital
Matt Kearns, The Pulte Group
Bridget Grant, Moore & Van Allen, PLLC

EXHIBIT A

HICKORY RIDGE TOWNHOMES COMMUNITY MEETING ATTENDEES

- 1 Alex Eggleston, 2643 Red Maple Lane, Harrisburg 28075
- 2 Angie Anderson, 2627 Cherry Laurel Drive
- 3 Aubrey Whitten, 3652 Burnage Hall Rd, Harrisburg, NC
- 4 Bella Elsayaf, 8459 Rosemary Way
- 5 Casey Alexander, 2611 Cherry Laurel Dr., Shoppes at Hickory Ridge
- 6 Craig and Susan, Carter 8476 Rosemary Way, Harrisburg, NC 28075
- 7 Daryl Taylor, 9000 Cornflower Dr. Harrisburg NC 28075
- 8 Eleanor Zaloom, 7617 Maple Bluff Lane, Concord, NC
- 9 Jacqueline Eggleston, 2643 Red Maple Lane, Harrisburg
- 10 Janice Horne, 3723 Ayrshire Court Harrisburg, NC 28075
- 11 Jason and JoAnna Lynn, 2506 Red Maple Ln, Harrisburg
- 12 Joe Anderson, 2627 Cherry Laurel Dr.
- 13 Joseph Iskra, 2268 Sweet Pea Ln Harrisburg NC 28075
- 14 Joyce Hurst, 2628 Cherry Laurel Drive
- 15 Kevin Frazier, 9027 Daisy Place
- 16 Lloyd Quay, 7570 Hickory Ridge Road, Harrisburg, NC 28075
- 17 Sarah Robinson, 2616 Cherry Laurel Drive
- 18 Shanta Peggins Blume
- 19 Tara Beverly, 2539 Snap Dragon, Harrisburg, NC
- 20 Tom Mikulasovich, 2518 Red Maple Lane
- 21 Vickie Wallis, 2507 Carnation Drive Harrisburg, NC

**Traffic Impact Analysis UPDATE for
Shoppes at Hickory Ridge
Harrisburg, North Carolina**

Prepared for:

**Town of Harrisburg
Harrisburg, North Carolina**

Prepared by:

**Kimley-Horn and Associates, Inc.
NC License #F - 0102
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Charlotte, North Carolina 28202
(704) 333-5131**



Laura N Reid
07/12/21

**July 2021
018536038**

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1.0 Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to evaluate the vehicular traffic impacts on the surrounding transportation infrastructure as a result of the proposed Shoppes at Hickory Ridge development. The primary objectives of the study are:

- To estimate trip generation and distribution for the proposed development.
- To perform intersection capacity analyses for the identified study area.
- To determine the potential traffic impacts of the proposed development.
- To identify improvements to mitigate the proposed development's traffic impacts.

The proposed Shoppes at Hickory Ridge development is located in the southeast quadrant of the Rocky River Road and f Hickory Ridge Road intersection in Harrisburg, North Carolina. Based on the site plan provided by the applicant, the proposed development is currently envisioned to consist of approximately:

- 12,000 square feet (sf) of general office space (two 6,000 sf buildings)
- 14,000 sf of retail space
- 11,500 sf of daycare center space
- 55 townhomes

For the purposes of this TIA, the build-out year of 2024 was considered. Based on the provided site plan and information provided by the applicant, the proposed development will be accessed via two external access points:

- Access 1 – an unsignalized, full-movement connection to Rocky River Road aligned with Live Oak Road (approximately 700 feet east of Hickory Ridge Road)
- Access 2 – an unsignalized, full-movement connection to Hickory Ridge Road approximately 550 feet south of Rocky River Road

An internal connection to the existing Blume subdivision is also proposed via Sundrop Place and Snap Dragon Drive.

A TIA scoping meeting was held with the Town of Harrisburg and representatives of the applicant at Town Hall on February 4, 2020, to obtain background information and to ascertain the scope and parameters to be included in this TIA. After COVID-19 delays, a Memorandum of Understanding (MOU) was developed in July 2020 based on discussions from this meeting that documented all scoping parameters to be used for the TIA and was reviewed and agreed upon by the Town of Harrisburg and the applicant. Additionally, North Carolina Department of Transportation (NCDOT) reviewed and approved the MOU, which is included in the **Appendix**.

The following AM and PM peak-hour scenarios were analyzed to determine the proposed development's transportation impacts on the surrounding network:

- 2020 Existing Conditions
- 2024 Background Conditions
- 2024 Build-out Conditions

Based on coordination with the Town, NCDOT, and the Applicant, this TIA evaluated operations under each of the AM and PM peak-hour scenarios above for the following study area intersections:

1. Rocky River Road and Robinson Church Road
2. Rocky River Road and Hickory Ridge Road
3. Rocky River Road and Stallings Road
4. Rocky River Road and Live Oak Road/Access 1
5. Hickory Ridge Road and Access 2

Kimley-Horn was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and set forth by the *Town of Harrisburg Unified Development Ordinance – Appendix F*), and to identify transportation improvements that may be required to mitigate these impacts. This report presents trip generation, distribution, capacity analyses, and identified transportation improvements required to mitigate anticipated traffic demands produced by the subject development.

Based on the capacity analyses performed at each of the identified study intersections, along with review of the auxiliary turn-lane warrants contained herein, the following improvements have been identified to mitigate the impact of the proposed development on the adjacent street network:

Robinson Church Road and Rocky River Road

- Contribution of \$50,000 to the left-turn lanes along Robinson Church Road.

Hickory Ridge Road and Rocky River Road

- Dedication of future right-of-way along the frontage of the site on Rocky River Road and Hickory Ridge Road per the Town's CTP.

Rocky River Road and Live Oak Road/Access 1

- Restripe the southbound approach of Live Oak Road to include a separate left-turn lane with a minimum of 100 feet of storage and a shared through-right lane.
- Construction of the northbound approach of Access 1 with one ingress & two egress lanes and an internal protected stem of 125 feet.
- Construction of an eastbound right-turn lane along Rocky River Road with a minimum of 100 feet of storage.
- Construction of an eastbound left-turn lane along Rocky River Road with a minimum of 100 feet of storage. This should create a three-lane section along Rocky River Road, between Hickory Ridge Road and Live Oak Road.
- Construction of a westbound left-turn lane along Rocky River Road with a minimum of 100 feet of storage.

Hickory Ridge Road and Access 2

- Construction of a southbound left-turn lane along Hickory Ridge Road with a minimum of 100 feet of storage.
- Construction of the westbound approach of Access 2 with one ingress & one egress lane and an internal protected stem of 100 feet.

The mitigation improvement identified within the study area are shown in **Figure 1.1**. The improvements shown on this figure are subject to approval by NCDOT and the Town of Harrisburg. All additions and attachments to the State and Town roadway system shall be properly permitted, designed and constructed in conformance to standards maintained by the agencies.



2.0 Introduction

The proposed Shoppes at Hickory Ridge development is located in the southeast quadrant of the Rocky River Road and f Hickory Ridge Road intersection in Harrisburg, North Carolina. Based on the site plan provided by the applicant, the proposed development is currently envisioned to consist of approximately:

- 12,000 square feet (sf) of general office space (two 6,000 sf buildings)
- 14,000 sf of retail space
- 11,500 sf of daycare center space
- 55 townhomes

For the purposes of this TIA, the build-out year of 2024 was considered. Based on the provided site plan and information provided by the applicant, the proposed development will be accessed via two external access points:

- Access 1 – an unsignalized, full-movement connection to Rocky River Road aligned with Live Oak Road (approximately 700 feet east of Hickory Ridge Road)
- Access 2 – an unsignalized, full-movement connection to Hickory Ridge Road approximately 550 feet south of Rocky River Road

An internal connection to the existing Blume subdivision is also proposed via Sundrop Place and Snap Dragon Drive.

A TIA scoping meeting was held with the Town of Harrisburg and representatives of the applicant at Town Hall on February 4, 2020, to obtain background information and to ascertain the scope and parameters to be included in this TIA. After COVID-19 delays, a Memorandum of Understanding (MOU) was developed in July 2020 based on discussions from this meeting that documented all scoping parameters to be used for the TIA and was reviewed and agreed upon by the Town of Harrisburg and the applicant. Additionally, North Carolina Department of Transportation (NCDOT) reviewed and approved the MOU, which is included in the **Appendix**.

Kimley-Horn was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and set forth by *Town of Harrisburg Unified Development Ordinance – Appendix F*), and to identify transportation improvements that may be required to mitigate these impacts. This report presents trip generation, distribution, capacity analyses, crash analyses and identified transportation improvements required to mitigate anticipated traffic demands produced by the subject development.

3.0 Existing Traffic Conditions

Existing traffic conditions were coordinated with Town of Harrisburg and NCDOT staff and collected through field observations and previously collected turning-movement counts to establish the existing conditions baseline analysis.

3.1 STUDY AREA

Based on coordination with the Town, NCDOT and the applicant, the study area for this TIA includes the following existing intersections:

1. Rocky River Road and Robinson Church Road
2. Rocky River Road and Hickory Ridge Road
3. Rocky River Road and Stallings Road
4. Rocky River Road and Live Oak Road

Figure 3.1 shows the study area intersections and the site location, **Figure 3.2** shows the proposed site plan for the development as provided by the applicant and **Figure 3.3** shows the existing roadway geometry at the study intersections.

The primary roadways in the vicinity of the site are Rocky River Road, Robinson Church Road, Hickory Ridge Road, and Stallings Road.

Rocky River Road is currently a two-lane, undivided major collector with a posted speed limit of 45 miles per hour (mph). Rocky River Road carries an annual average daily traffic (AADT) volume of 10,500 vehicles per day (vpd) in the vicinity of the proposed development based on 2018 NCDOT AADT data.

Robinson Church Road is currently a two-lane, undivided major collector with a posted speed limit of 45 mph in the vicinity of the proposed development. Robinson Church Road carries an AADT volume of 8,200 vpd north of and 6,400 vpd south of Rocky River Road.

Hickory Ridge Road is currently a two-lane, undivided local street with a posted speed limit of 45 mph in the vicinity of the proposed development. Hickory Ridge Road carries an AADT volume of 6,600 vpd north of Rocky River Road and does not have a posted AADT south of Rocky River Road.

Stallings Road is currently a two-lane, undivided local street with a posted speed limit of 35 mph. Stallings Road does not have a NCDOT AADT volume posted north of Rocky River Road.

3.2 EXISTING TRAFFIC VOLUME DEVELOPMENT

At the time of the TIA scoping meeting in February 2020 new peak-hour turning movement counts were planned to be collected for this TIA in accordance with the TIA Ordinance. However, due to COVID-19 and associated impacts to work and school schedules at the time of this TIA, it was determined that new peak-hour turning movement counts may not be indicative of “typical” traffic operations. Existing traffic volumes were determined based on the alternative methodology outlined below and as documented in the approved MOU (included in the **Appendix**).

AM (7:00-9:00 AM) and PM (4:00-6:00 PM) intersection turning-movement, heavy-vehicle, pedestrian and bicycle counts were collected by National Data and Surveying (NDS) on Thursday, May 18, 2017, at the following intersections:

- Rocky River Road and Robinson Church Road
- Rocky River Road and Hickory Ridge Road

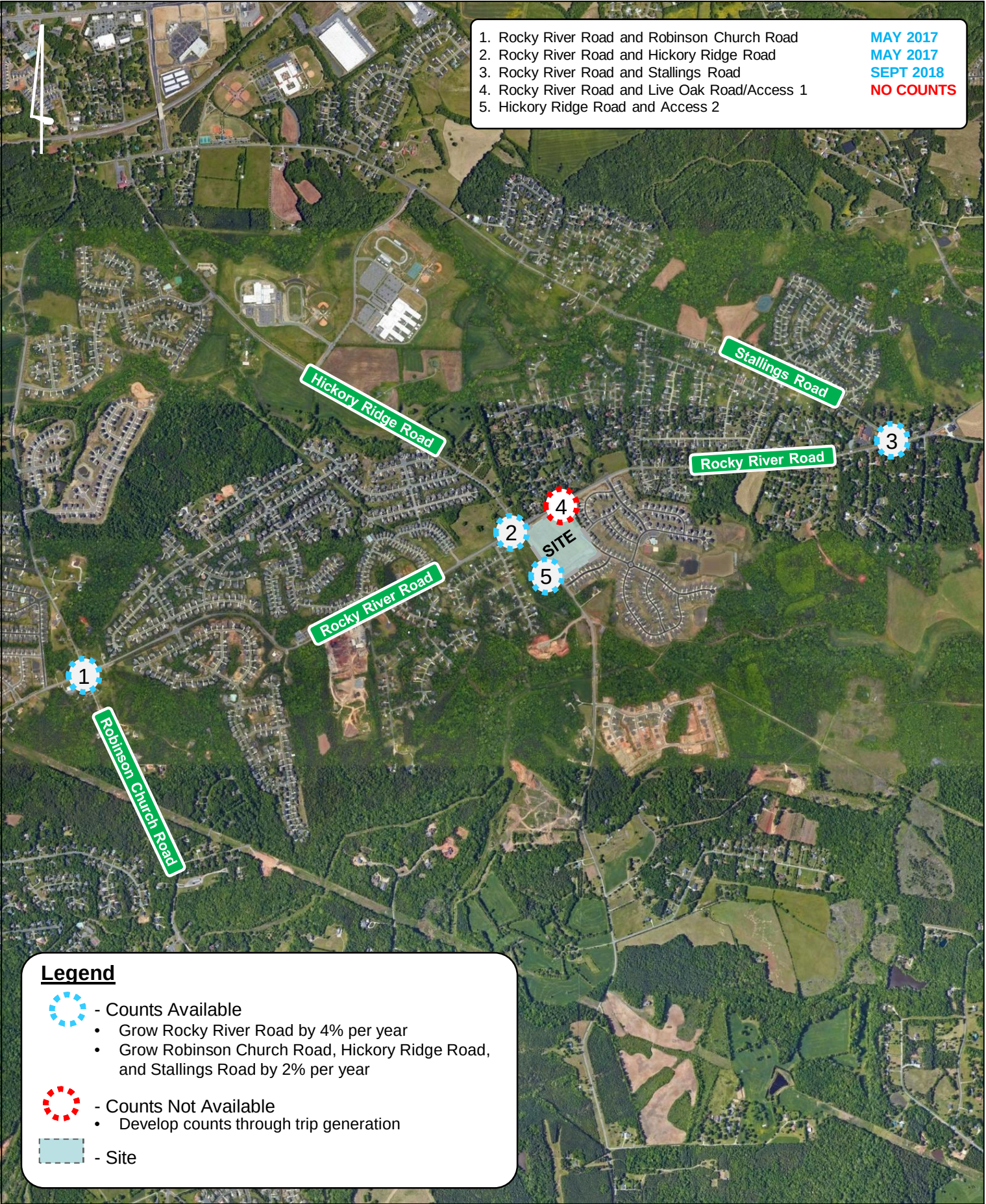
AM (7:00-9:00 AM) and PM (4:00-6:00 PM) intersection turning-movement, heavy-vehicle, pedestrian and bicycle counts were collected by NDS on Thursday, September 20, 2018 at the intersection of Rocky River Road and Stallings Road.

The turning-movement counts along Rocky River Road were grown by 4% per year to determine the 2020 existing traffic volumes. The turning-movement counts along Robinson Church Road, Hickory Ridge Road, and Stallings Road were grown by 2% per year to determine the 2020 existing traffic volumes.

Turning movement counts were not available at the intersection of Rocky River Road and Live Oak Road. Given that Live Oak Road serves an existing neighborhood, volumes on this street were developed by conducting trip generation analysis for the neighborhood using the trip generation rates published in *Trip Generation* (Institute of Transportation Engineers, Tenth Edition, 2017). Based on review of aerial imagery, the neighborhood was assumed to include approximately 110 single family homes. The resulting site trips were assigned to the study intersection based on the site trip distribution for the Shoppes at Hickory Ridge development. Through volumes along Rocky River Road were balanced with the adjacent study area intersection of Rocky River Road and Hickory Ridge Road. Trip generation calculations and site trip assignments are included in the **Appendix**.

Volume balancing was not performed between the remaining study area intersections due to the presence of driveways and distance between the intersections. Peak-hour intersection turning-movement count data is provided in the **Appendix**. A summary of the count data and methodology can be seen in **Figure 3.1**.

Figure 3.4 illustrates the 2020 existing AM and PM peak-hour traffic volumes.



LEGEND

Existing Lane

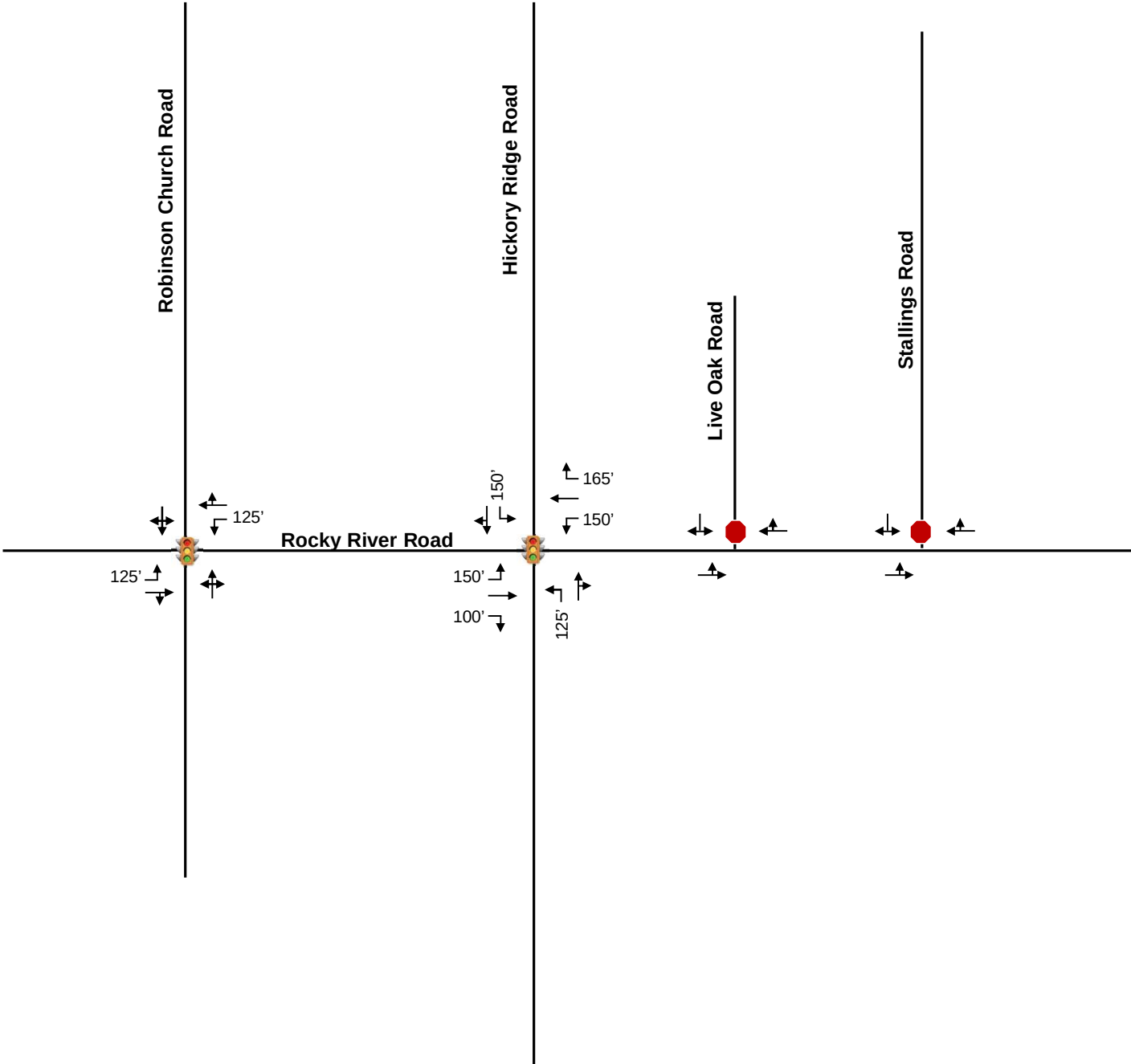
X' Storage Length

Traffic Signal

Stop Control



NOT TO SCALE



LEGEND

- XX AM Peak-Hour Traffic Volumes
- (XX) PM Peak-Hour Traffic Volumes
- Stop Control
- 🚦 Traffic Signal



4.0 Background Traffic Volume Development

Projected background (non-project) traffic is defined as the expected growth or change in traffic volumes on the surrounding roadway network between the year the existing counts were collected and the expected build-out year absent the construction and opening of the proposed project. This includes both non-specific general growth based on historical increase in local traffic volumes (historical background growth), along with specific growth and/or change in traffic volumes caused by either approved, but not yet fully-constructed, off-site developments and/or planned transportation projects specifically identified within the vicinity of the proposed development.

4.1 HISTORICAL BACKGROUND GROWTH TRAFFIC

Historical background growth is the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area, and accounts for growth that is independent of specific off-site developments or planned transportation projects. Historical background growth traffic is calculated using an annual growth rate, which is applied to the existing traffic volumes up to the future horizon years. For this analysis, an annual growth rate of 2% was applied to the 2020 existing peak-hour traffic volumes to calculate base 2024 background traffic volumes. This methodology was determined based on coordination with Town of Harrisburg and NCDOT staff.

4.2 APPROVED DEVELOPMENTS

At the direction of the Town of Harrisburg and NCDOT staff, ten approved developments that are expected to impact traffic volumes within the study area were included in the background traffic volumes for this TIA. Two additional approved developments were added to the original eight outlined in the approved scoping package. The ten approved developments include:

- Farmington Mixed Use
- Holcombe Woods
- Grantham
- Essex Homes
- Camellia Gardens
- Stallings Road Subdivision
- Addison Park
- SW Cabarrus Elementary School
- Orchid Ridge (previously known as Hickory Ridge Road Development)
- Hickory Ridge Single Family

Per coordination with the Town, all developments were assumed to be 0% built-out at the time of the turning-movement counts.

Volumes for the approved developments were obtained from the following sources:

- Farmington TIA (Davenport, May 2018)
- Holcombe Property TIA (SEPI Engineering and Construction, November 2014)
- Avanti – Robinson Church Road Subdivision TIA (STV Incorporated, November 2014) [Grantham]
- Camellia Gardens TIA (Kimley-Horn, June 2019)
- Stallings Road Subdivision TIA (Kimley-Horn, October 2018)
- New Southwest Elementary School TIA (Kimley-Horn, March 2018)
- Hickory Ridge Road Development TIA (Kimley-Horn, February 2021)

A TIA was not performed for Essex Homes, Addison Park, or Hickory Ridge Single Family. Therefore, trip generation was performed for these sites and project trips associated with these developments were distributed throughout the study area based on the existing turning movement counts.

The following laneage improvements were identified at the intersection of Rocky River Road and Hickory Ridge Road in the *New Southwest Elementary School TIA*:

- Construction of a northbound right-turn lane with 275 feet of storage and permitted overlap phasing.
- Extension of the northbound left-turn lane to provide 150 feet of storage
- Construction of a southbound right-turn lane with 100 feet of storage and permitted overlap phasing.
- Extension of the westbound right-turn lane to provide 465 feet of storage.
- Extension of the westbound left-turn lane to provide 175 feet of storage.
- Extension of the eastbound right-turn lane to provide 250 feet of storage.

Per a letter from the NCDOT Municipal and School Transportation Assistance (MSTA) group and Congestion Management section dated October 11, 2019, construction of these improvements are not committed to be done by the school. Therefore, per coordination with the Town and local NCDOT staff, these improvements associated with the school were not included in the future year conditions.

Per Town staff, the following laneage improvements were included in all future year conditions at the intersection of Rocky River Road and Robinson Church Road based on committed improvements as part of the Grantham development:

- Construction of a northbound left-turn lane with 100 feet of storage.
- Construction of a southbound left-turn lane with 200 feet of storage (via \$50,000 contribution).

The following laneage improvements were included in all future year conditions at the intersection of Rocky River Road and Stallings Road based on the identified mitigation in the *Stallings Road Subdivision TIA*:

- Installation of a traffic signal.

The following laneage improvements were included in all future year conditions at the intersection of Rocky River Road and Hickory Ridge Road based on the identified mitigation in the *Hickory Ridge Road Development TIA*:

- Construction of a northbound right-turn lane with 100 feet of storage.
- Extension of the northbound left-turn lane to provide 425 feet of storage.

Figures 4.1 and **4.2** show the 2024 background AM and PM peak-hour traffic volumes, respectively, that include the historical growth traffic and approved development trips.

LEGEND

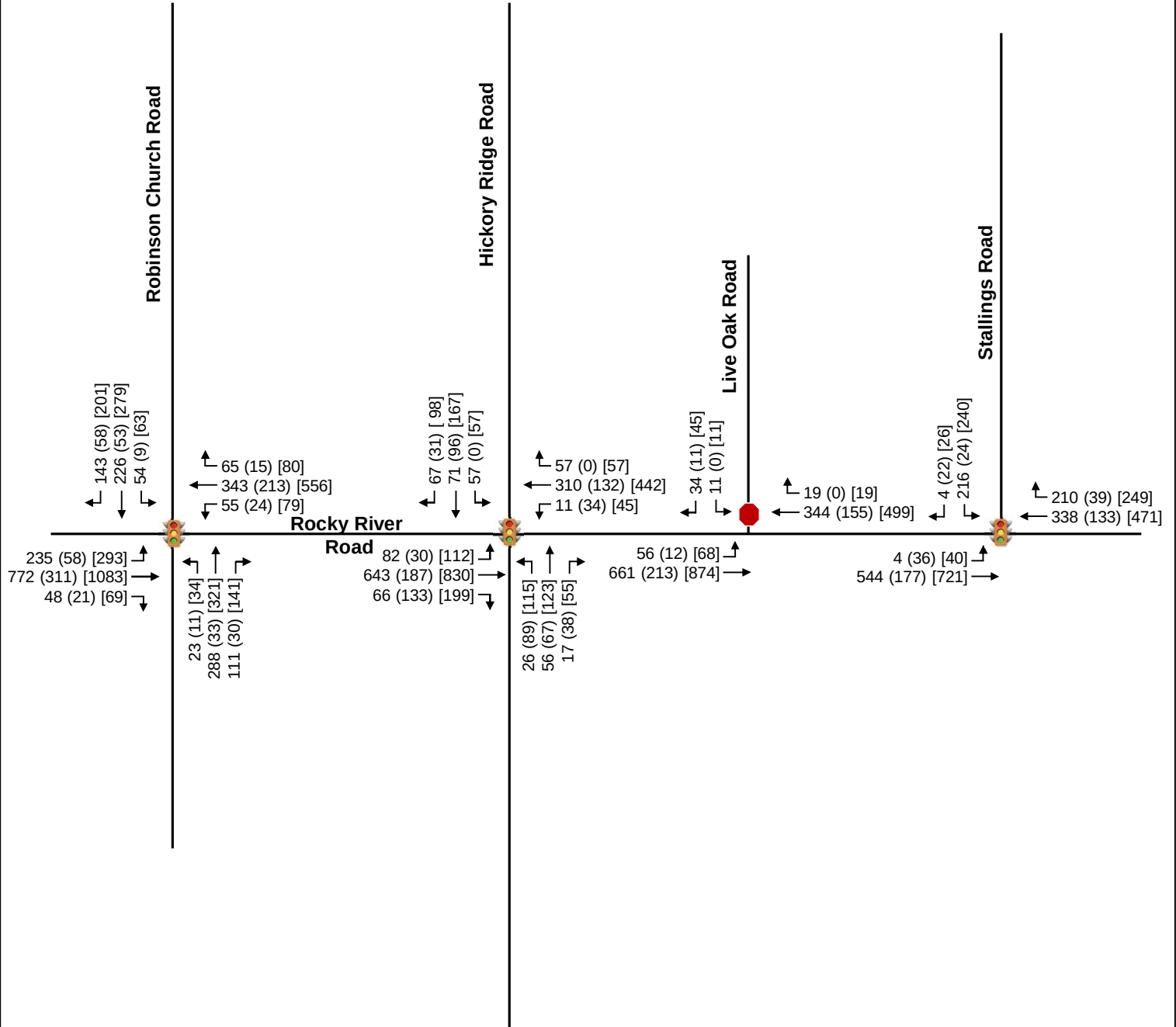
- XX Historic Growth Traffic
- (XX) Approved Development Trips
- [XX] Background Traffic Volumes
- Stop Control
- 🚦 Traffic Signal

NOT TO SCALE



LEGEND

- XX Historic Growth Traffic
- (XX) Approved Development Trips
- [XX] Background Traffic Volumes
- Stop Control
- 🚦 Traffic Signal



5.0 Site Traffic Volume Development

Site traffic developed for this TIA is defined as the vehicle trips expected to be generated and added to the study area by construction of the proposed development, and the distribution and assignment of that traffic throughout the surrounding network.

5.1 SITE ACCESS

Based on the provided site plan and information provided by the applicant, the proposed development will be accessed via two external access points:

- Access 1 – an unsignalized, full-movement connection to Rocky River Road aligned with Live Oak Road (approximately 700 feet east of Hickory Ridge Road)
- Access 2 – an unsignalized, full-movement connection to Hickory Ridge Road approximately 550 feet south of Rocky River Road

An internal connection to the existing Blume subdivision is also proposed via Sundrop Place and Snap Dragon Drive.

5.2 TRAFFIC GENERATION

The traffic generation potential of the proposed development was determined using the trip generation rates published in *Trip Generation* (Institute of Transportation Engineers, Tenth Edition, 2017). Based on the site plan provided by the applicant, the proposed development is currently envisioned to consist of approximately:

- 12,000 square feet (sf) of general office space (two 6,000 sf buildings)
- 14,000 sf of retail space
- 11,500 sf of daycare center space
- 55 townhomes

Table 5.1 summarizes the projected trip generation for the built conditions of the proposed development, respectively. During a typical weekday, upon build-out of the proposed development, it has the potential to generate 190 and 255 net new external trips during the AM and PM peak hours, respectively.

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
General Office [ITE 710] ^	12,000 SF	136	26	23	3	79	14	65
Shopping Center 1 [ITE 820]*	8,000 SF	302	8	5	3	30	14	16
Shopping Center 2 [ITE 820]*	6,000 SF	227	6	4	2	23	11	12
Day Care Center [ITE 565]	11,500 SF	548	127	67	60	128	60	68
Multifamily Housing Low-Rise - (Townhomes) [ITE 220]	55 DU	375	27	6	21	35	22	13
Subtotal		1,588	194	105	89	295	121	174
Internal Capture		232	4	2	2	26	13	13
ITE 820 Pass-By - 0% AM / 34% PM		8	0	0	0	8	4	4
ITE 820 Pass-By - 0% AM / 34% PM		6	0	0	0	6	3	3
Adjacent Street Traffic			2,602			2,165		
10% Adjacent Street Traffic		480	262	131	131	218	109	109
Pass-By~		14	0	0	0	14	7	7
Net New External Trips		1,342	190	103	87	255	101	154

^ General Office buildings calculated together due to shared parking field
 * Shopping Center buildings calculated separately per NCDOT guidelines
 * Adjacent Rate used to calculate Shopping Center trip generation due to small square footages
 ~ Pass-by will be limited to a maximum of 10% adjacent street traffic; The trip generation may be updated to reflect this limit once counts are collected

Internally captured trips are trips that begin and end within the project site and do not access the external roadway network. The National Cooperative Highway Research Program (NCHRP) *Report 684 Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, produced by the Transportation Research Board, was used to calculate the internal capture for the development. Internal capture calculations are included in the **Appendix**.

Pass-by trips are trips already on the roadway network that turn into the site as they pass-by on the adjacent street. Pass-by volumes were calculated for the proposed site based on the equations and data presented in the ITE *Trip Generation Handbook*. Per NCDOT guidelines, pass-by volumes

were limited to ten percent of the adjacent street traffic. Pass-by calculations are included in the **Appendix**.

5.3 SITE TRAFFIC DISTRIBUTION AND ASSIGNMENT

The proposed development's trips were assigned to the surrounding network based on existing peak-hour turning movements, surrounding land uses, locations of similar land use and population densities in the area. The following site traffic distribution was reviewed and approved as part of the MOU by the Town of Harrisburg, NCDOT and the applicant:

- 10% to/from the north along Robinson Church Road
- 10% to/from the south along Robinson Church Road
- 10% to/from the north along Hickory Ridge Road
- 10% to/from the south along Hickory Ridge Road
- 5% to/from the north along Stallings Road
- 20% to/from the east along Rocky River Road
- 30% to/from the west along Rocky River Road
- 5% to/from the Blume subdivision

The overall site traffic distribution and assignment is shown in **Figure 5.1**.

5.4 BUILD-OUT TRAFFIC VOLUMES

The build-out traffic volumes include the assignment of the projected site traffic generation added to the appropriate background traffic volumes. **Figures 5.2** and **5.3** show the projected 2024 build-out traffic volumes for the AM and PM peak hours, respectively. Intersection volume development worksheets for all intersections within the study network are provided in the **Appendix**.

LEGEND

XX% Site Traffic Distribution

XX% Inbound Assignment

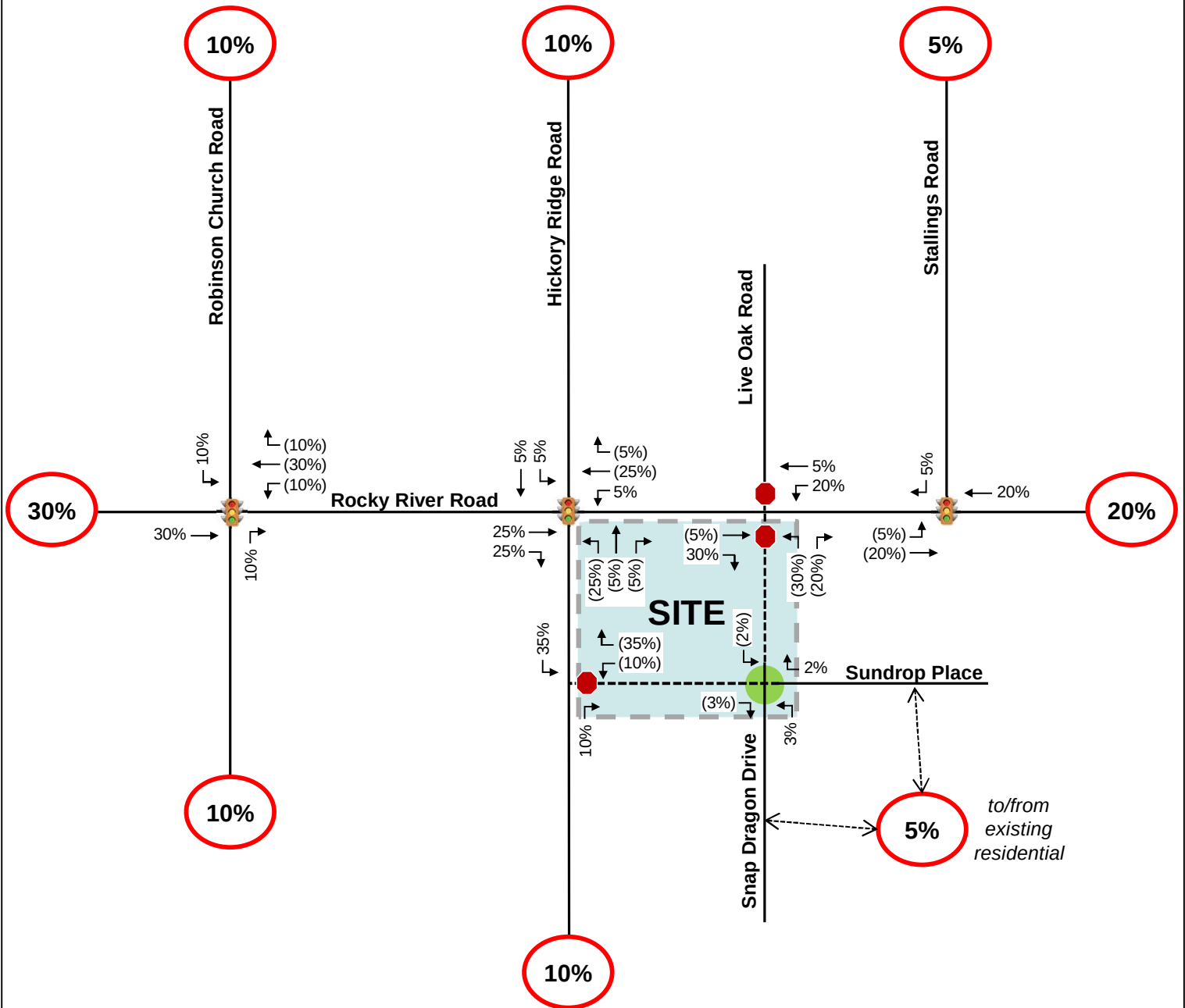
(XX%) Outbound Assignment

● Stop Control

🚦 Traffic Signal

● Not a Study Area Intersection

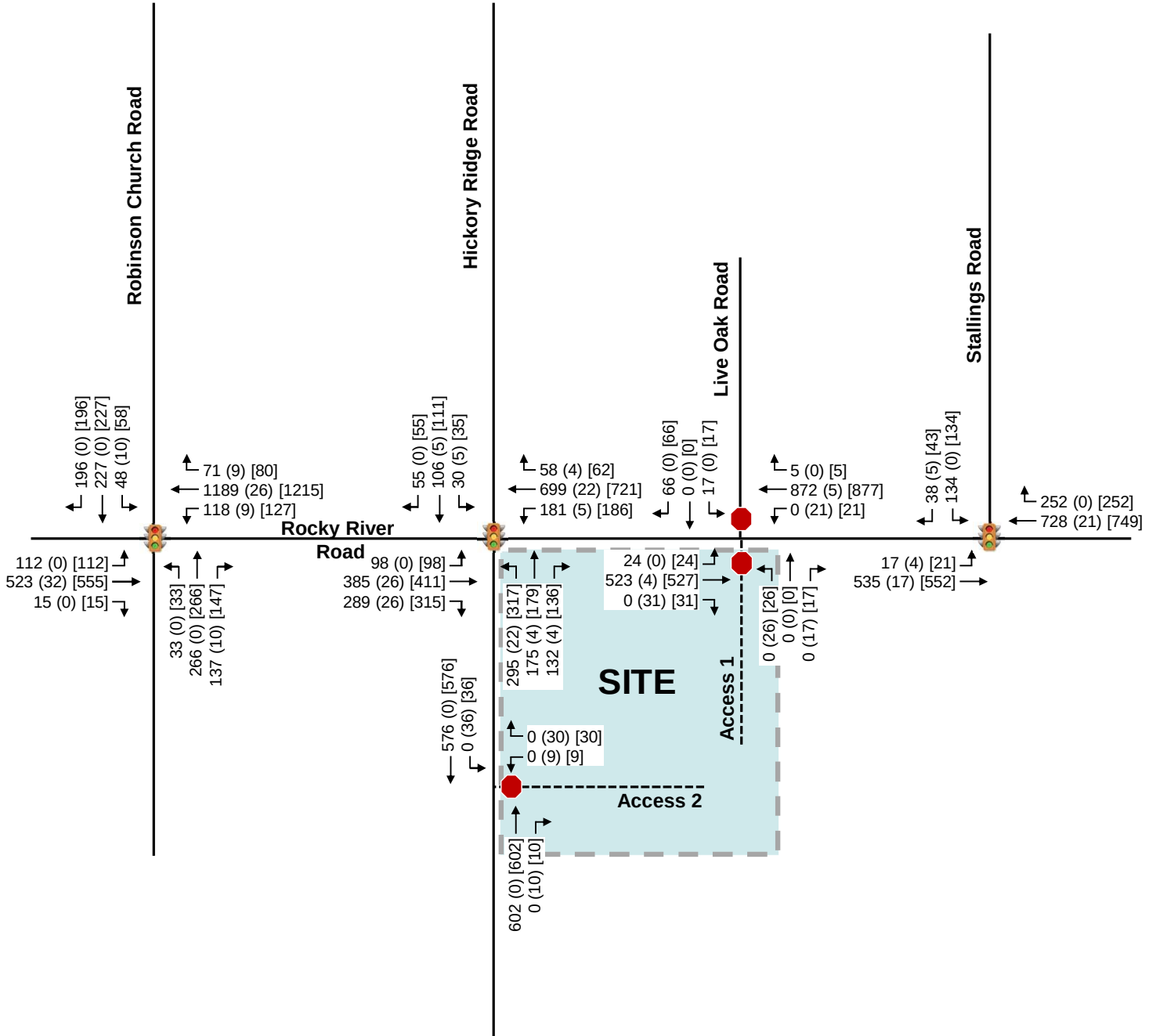
NOT TO SCALE



LEGEND

- XX Background Traffic Volumes
- (XX) Site Trips
- [XX] Build-out Traffic Volumes
- Stop Control
- 🚦 Traffic Signal

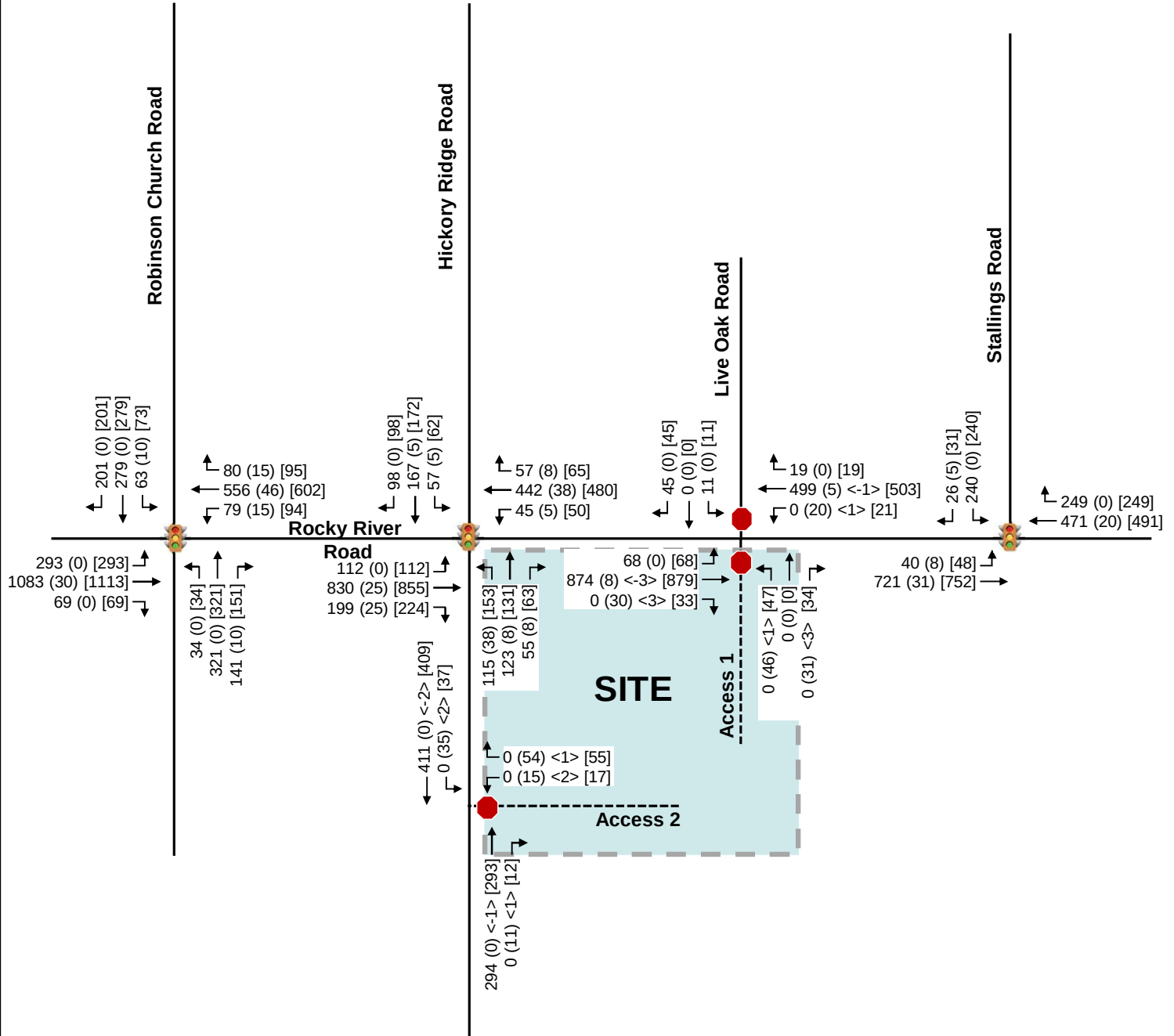
NOT TO SCALE



LEGEND

- XX Background Traffic Volumes
- (XX) Site Trips
- <XX> Pass-by Trips
- [XX] Build-out Traffic Volumes
- Stop Control
- 🚦 Traffic Signal

NOT TO SCALE



6.0 Capacity Analysis

Based on the requirements set forth by the *Town of Harrisburg Unified Development Ordinance – Appendix F* and in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways*, capacity analyses were performed at the study area intersections for each of the following AM and PM peak-hour scenarios:

- 2020 Existing Conditions
- 2024 Background Conditions
- 2024 Build-out Conditions

Capacity analyses were performed for the AM and PM peak hours using the Synchro Version 10 software to determine the operating characteristics at the signalized and stop-controlled intersections of the adjacent street network and to evaluate the impacts of the proposed development. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment, or through a particular intersection, within a specified period of time under prevailing operational, geometric and controlling conditions within a set time duration. This software program uses methodologies contained in the *Highway Capacity Manual* (HCM) to determine the operating characteristics of an intersection.

The *Highway Capacity Manual* (HCM) defines LOS as a “quantitative stratification of a performance measure or measures representing quality of service” and is used to “translate complex numerical performance results into a simple A-F system representative of travelers’ perceptions of the quality of service provided by a facility or service”. The HCM defines six levels of service, LOS A through LOS F, with A having the best operating conditions from the traveler’s perspective and F having the worst. However, it must be understood that “the LOS letter result hides much of the complexity of facility performance”, and that “the appropriate LOS for a given system element in the community is a decision for local policy makers”. According to the HCM, “for cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers’ desires against society’s desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A.”

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay at the side-street approaches, typically during the highest volume periods of the day, the AM and PM peak periods. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. The majority of the traffic moving through the intersection on the major street experiences little or no delay.

LOS for signalized intersections is reported for the intersection as a whole, and typically during the highest volume periods of the day, the AM and PM peak periods. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Table 6.0-A and **6.0-B** list the LOS control delay thresholds published in the HCM for unsignalized and signalized intersections, respectively, as well as the unsignalized operational descriptions assumed herein.

Table 6.0-A Vehicular LOS Control Delay Thresholds for Unsignalized Intersections		
Level-of-Service	Average Control Delay per Vehicle [sec/veh]	
A	≤ 10	Short Delays
B	> 10 – 15	
C	> 15 – 25	
D	> 25 – 35	Moderate Delays
E	> 35 – 50	
F	> 50	Long Delays

Table 6.0-B Vehicular LOS Control Delay Thresholds for Signalized Intersections	
Level-of-Service	Average Control Delay per Vehicle [sec/veh]
A	≤ 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Using the signal timing plans provided by NCDOT, cycle lengths, splits, and offsets were optimized for the existing conditions analysis. A Congestion Management minimum cycle length of 120 seconds based on the phasing of the signalized intersections was also utilized. Intersection cycle lengths and splits were optimized in background conditions and utilized in build-out conditions.

The following modifications from the background data collected were applied to the capacity analyses to meet NCDOT *Congestion Management Capacity Analysis Guidelines*:

- Right-turn-on-red (RTOR) operations were not allowed.
- Protected-only left-turn phasing was used for analysis of future operations where protected/permitted left-turn phasing exists.
- Lost time adjust was added to the yellow and all-red times provided in the existing signal plans to maintain at total lost time of 5 seconds for each movement.
- A minimum of 4 vehicles per hour were used for permissible movements, excluding movements into and out of the proposed site.

In the existing condition, the observed peak hour factor (PHF) was used in the analysis. A weighted PHF was used for all future year conditions in the AM peak hour to account for the impacts of school traffic. A 0.9 PHF was used for all future conditions in the PM peak hour.

Capacity analysis reports generated by Synchro Version 10 software are included in the **Appendix**.

6.1 ROCKY RIVER ROAD AND ROBINSON CHURCH ROAD

Table 6.1 summarizes the LOS, control delay and 95th percentile queue lengths at the signalized intersection of Rocky River Road and Robinson Church Road.

Table 6.1 - Rocky River Road and Robinson Church Road										
Condition	Measure	EB		WB		NB		SB		Intersection
		EBL	EBTR	WBL	WBTR	NBL	NBT	SBL	SBTR	LOS (Delay)
AM Peak Hour										
2020 Existing	LOS (Delay)	C (25.6)		D (54.2)		E (59.9)		F (92.2)		E (56.9)
	Synchro 95th Q	88'	219'	54'	#1175'	-	394'	-	#655'	
2024 Background	LOS (Delay)	E (57.1)		F (200.0)		F (152.3)		F (159.7)		F (152.5)
	Synchro 95th Q	#265'	498'	#209'	#2055'	#101'	#734'	#140'	#794'	
2024 Build-out	LOS (Delay)	E (57.8)		F (213.8)		F (160.7)		F (173.4)		F (162.1)
	Synchro 95th Q	#265'	543'	#234'	#2128'	#101'	#757'	#170'	#794'	
PM Peak Hour										
2020 Existing	LOS (Delay)	D (48.4)		C (31.7)		D (42.6)		E (69.9)		D (48.0)
	Synchro 95th Q	136'	#907'	38'	404'	-	412'	-	#532'	
2024 Background	LOS (Delay)	F (136.3)		E (67.4)		F (105.9)		F (130.0)		F (115.1)
	Synchro 95th Q	#491'	#1709'	#198'	#849'	#102'	#738'	#187'	#770'	
2024 Build-out	LOS (Delay)	F (147.6)		F (89.4)		F (112.7)		F (142.1)		F (127.5)
	Synchro 95th Q	#491'	#1773'	#237'	#982'	#102'	#760'	#214'	#770'	
Existing/Background Storage		125'		125'		0/100'		0/200'		
Exceeds storage										
# 95th percentile volume exceeds capacity, queue may be longer										

The following laneage improvements were included in all future year conditions at this intersection based on committed improvements as part of the Grantham development:

- Construction of a northbound left-turn lane with 100 feet of storage.
- Construction of a southbound left-turn lane with 200 feet of storage (via \$50,000 contribution).

Based on projected volumes, these turn lanes were assumed to operate as permitted in all future year scenarios. As shown in **Table 6.1**, under 2024 background conditions, the overall intersection is expected to operate at LOS F in both peak hours.

It should be noted that the significant increase in LOS and delay from existing to background conditions is due to the changing of permitted protected phasing to protected only as well as the approved development volumes. The approved developments contribute to almost a quarter of the background volume.

With the addition of site traffic, the overall intersection is expected to remain at LOS F with increases in delay in both peak hours. However, the westbound approach is expected to drop from LOS E to LOS F in the PM peak hour. Due to the increases in delay and drop in LOS, mitigation should be considered at this intersection.

Per coordination with the Town and NCDOT, the proposed development should make a \$50,000 contribution to the left-turn lanes being constructed by the Town and the Grantham development.

6.2 ROCKY RIVER ROAD AND HICKORY RIDGE ROAD

Table 6.2 summarizes the LOS, control delay and 95th percentile queue lengths at the signalized intersection of Rocky River Road and Hickory Ridge Road.

Table 6.2 - Rocky River Road and Hickory Ridge Road													
Condition	Measure	EB			WB			NB			SB		Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	LOS (Delay)
AM Peak Hour													
2020 Existing	LOS (Delay)	B (13.4)			C (29.2)			C (32.8)			C (34.6)		C (24.2)
	Synchro 95th Q	35'	190'	32'	17'	418'	31'	70'	80'	-	33'	77'	
2024 Background	LOS (Delay)	D (53.6)			F (82.1)			E (70.1)			F (124.1)		E (73.0)
	Synchro 95th Q	149'	479'	194'	231'	#983'	52'	375'	200'	97'	60'	#231'	
2024 Build-out	LOS (Delay)	E (55.9)			F (88.4)			E (77.2)			F (128.5)		E (78.0)
	Synchro 95th Q	149'	#522'	216'	237'	#1031'	55'	#434'	204'	101'	70'	#246'	
PM Peak Hour													
2020 Existing	LOS (Delay)	C (20.4)			B (19.2)			C (30.4)			C (32.0)		C (22.6)
	Synchro 95th Q	40'	453'	36'	9'	202'	33'	30'	85'	-	57'	155'	
2024 Background	LOS (Delay)	D (43.8)			C (29.2)			E (60.3)			E (75.4)		D (46.9)
	Synchro 95th Q	156'	#960'	105'	81'	390'	42'	#217'	158'	70'	95'	#400'	
2024 Build-out	LOS (Delay)	D (45.3)			C (30.4)			F (93.4)			E (79.3)		D (53.0)
	Synchro 95th Q	156'	#1006'	119'	87'	435'	46'	#299'	168'	78'	102'	#408'	
Existing/Background Storage		150'		100'	150'		165'	125'/425'		0'/100'	150'		
Exceeds storage													
# 95th percentile volume exceeds capacity, queue may be longer													

The following laneage improvements were included in all future year conditions at this intersection based on the identified mitigation in the *Hickory Ridge Road Development TIA*:

- Construction of a northbound right-turn lane with 100 feet of storage.
- Extension of the northbound left-turn lane to provide 425 feet of storage.

As shown in **Table 6.2**, under 2024 background conditions, the overall intersection is expected to operate at LOS E and LOS D in the AM and PM peak hours, respectively. With the addition of site traffic, the overall intersection is expected to remain at LOS E and LOS D in the AM and PM peak hours. However, the eastbound approach is expected to drop from LOS D to LOS E in the AM peak hour and the northbound approach is expected to drop from LOS E to LOS F in the PM peak hour. Due to the increases in delay and drops in LOS, mitigation was considered at this intersection.

Per coordination with the Town and NCDOT, the site should dedicate future right-of-way along the frontage of the site on Rocky River Road and Hickory Ridge Road per the Town's Community Transportation Plan (CTP).

In the AM peak hour, the northbound left-turn queues are expected to exceed the background 425-foot storage length and the northbound right-turn queues are expected to exceed the background 100-foot storage length. The increase for each queue is less than one car; therefore, extension of these turn lanes is not recommended as developer mitigation.

6.3 ROCKY RIVER ROAD AND STALLINGS ROAD

Table 6.3 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized intersection of Rocky River Road and Stallings Road.

Table 6.3 - Rocky River Road and Stallings Road					
Condition	Measure	EB	WB	SB	Intersection
		EBLT	WBTR	SBLR	LOS (Delay)
AM Peak Hour					
2020 Existing	LOS (Delay)	A (0.4)	A (0.0)	E (38.6)	-
	Synchro 95th Q	1'	0'	72'	
2024 Background	LOS (Delay)	B (12.3)	C (21.7)	E (63.4)	C (22.3)
	Synchro 95th Q	174'	491'	#196'	
2024 Build-out	LOS (Delay)	B (18.2)	C (23.6)	E (69.0)	C (25.9)
	Synchro 95th Q	213'	525'	#202'	
PM Peak Hour					
2020 Existing	LOS (Delay)	A (0.2)	A (0.0)	F (56.7)	-
	Synchro 95th Q	1'	0'	160'	
2024 Background	LOS (Delay)	C (23.1)	B (14.0)	D (37.1)	C (21.5)
	Synchro 95th Q	#453'	283'	#224'	
2024 Build-out	LOS (Delay)	C (27.9)	B (13.2)	D (44.1)	C (24.3)
	Synchro 95th Q	#504'	300'	#229'	
# 95th percentile volume exceeds capacity, queue may be longer					

As shown in **Table 6.3**, under 2020 existing conditions, the stop-controlled southbound approach of Stallings Road is expected to operate with moderate delays in the AM peak hour and long delays in the PM peak hour.

Based on the identified mitigation in the *Stallings Road Subdivision TIA*, the installation of a traffic signal was included in all future year conditions at this intersection.

Under 2024 background conditions, the overall intersection is expected to operate at LOS C during both peak hours. With the addition of site traffic, the overall intersection is expected to continue to operate at LOS C in both peak hours.

Therefore, no capacity improvements are recommended at this intersection due to the proposed site.

6.4 ROCKY RIVER ROAD AND LIVE OAK ROAD/ACCESS 1

Table 6.4 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized tee-intersection of Rocky River Road and Live Oak Road/Access 1.

Table 6.4 - Rocky River Road and Live Oak Road/Access 1							
Condition	Measure	EB	WB	NB		SB	
		EBLTR	WBLTR	NBL	NBTR	SBL	SBTR
AM Peak Hour							
2020 Existing	LOS (Delay)	A (0.6)	A (0.0)	-		C (16.9)	
	Synchro 95th Q	1'	0'	-	-	-	17'
2024 Background	LOS (Delay)	A (1.2)	A (0.0)	-		F (61.3)	
	Synchro 95th Q	3'	0'	-	-	-	87'
2024 Build-out	LOS (Delay)	A (1.2)	A (0.9)	F (607.9)		F (157.7)	
	Synchro 95th Q	3'	2'	-	139'	-	148'
2024 Build-out IMP	LOS (Delay)	A (1.2)	A (0.9)	F (453.0)		F (71.0)	
	Synchro 95th Q	3'	2'	101'	3'	54'	30'
PM Peak Hour							
2020 Existing	LOS (Delay)	A (1.3)	A (0.0)	-		B (14.9)	
	Synchro 95th Q	4'	0'	-	-	-	9'
2024 Background	LOS (Delay)	A (2.1)	A (0.0)	-		E (44.5)	
	Synchro 95th Q	6'	0'	-	-	-	45'
2024 Build-out	LOS (Delay)	A (2.2)	A (1.3)	F (Err)		F (180.7)	
	Synchro 95th Q	6'	3'	-	Err	-	110'
2024 Build-out IMP	LOS (Delay)	A (2.2)	A (1.3)	F (5785.4)		F (106.6)	
	Synchro 95th Q	6'	3'	Err	11'	49'	8'

As shown in **Table 6.4**, under 2024 background conditions, the stop-controlled southbound approach of Live Oak Road is expected to operate with long delays in the AM peak hour and moderate delays in the PM peak hour. With the addition of site traffic and Access 1 (creating the 4th leg of this intersection), the stop-controlled southbound and northbound approaches of Live Oak Road and Access 1 are expected to operate with long delays in both peak hours. Due to the increase in delay, mitigation was considered at this intersection.

To mitigate the impact of site traffic, it is recommended that the southbound approach be restriped to provide a southbound left-turn lane and a shared through-right lane along Live Oak Road. Based on review of aerial imagery, the southbound approach appears to be between 20 and 24 feet, which would allow for the restriping.

The northbound approach of Access 1 is recommended to be constructed with a left-turn lane and a shared through-right lane to lower delay experienced on this stop-controlled approach. As shown on the site plan, the proposed cross access is about 125 feet back from the intersection. The northbound left-turn lane along Access 1 should extend back 125 feet to this point.

It should be noted that Access 1 is still expected to operate with long delays and queues even with separate turn lanes. Should drivers making the northbound left-turn movement not want to experience these delays, they have the option of using Access 2 along Hickory Ridge Road in order to reach the Hickory Ridge Road and Rocky River Road intersection. Sending the majority of northbound left-turn movements to Access 2 would result in LOS D at Access 1 in both peak hours while not impacting Access 2's delay.

6.5 HICKORY RIDGE ROAD AND ACCESS 2

Table 6.5 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized tee-intersection of Hickory Ridge Road and Access 2.

Table 6.5 - Hickory Ridge Road and Access 2				
Condition	Measure	WB	NB	SB
		WBLR	NBTR	SBLT
AM Peak Hour				
2024 Build-out	LOS (Delay)	E (40.1)	A (0.0)	A (1.7)
	Synchro 95th Q	29'	0'	4'
PM Peak Hour				
2024 Build-out	LOS (Delay)	B (12.8)	A (0.0)	A (1.0)
	Synchro 95th Q	13'	0'	3'

This intersection provides site access via a full-movement connection to Hickory Ridge Road. As shown in **Table 6.5**, the stop-controlled westbound approach of the intersection is expected to operate with short to moderate delays under build-out of the site. No improvements are recommended at this intersection for capacity purposes.

As discussed in **Section 6.4**, if the majority drivers making the northbound left-turn movement at Access 1 utilize Access 2 instead, the delay is not expected to be negatively impacted.

Based on the anticipated queues on the westbound approach, an internal protected stem of 100 feet is recommended.

7.0 Auxiliary Turn Lane Warrants

Warrants for additional turn-lane improvements for unsignalized intersection beyond those necessary for capacity were determined based on a review of the figure titled 'Warrant for Left and Right-Turn Lanes' found on page 80 in the *NCDOT Policy On Street And Driveway Access to North Carolina Highways*. The results of the warrants for left and right-turn lanes under 2024 background and build-out conditions are summarized by intersection below and included in the **Appendix**.

Rocky River Road and Live Oak Road/Access 1

2024 Background Conditions

- Eastbound left-turn lane along Rocky River Road with a minimum storage length of 75 feet

2024 Build Conditions

- Eastbound left-turn lane along Rocky River Road with a minimum storage length of 75 feet
- Eastbound right-turn lane along Rocky River Road with a minimum storage length of 50 feet
- Westbound left-turn lane along Rocky River Road with a minimum storage of 50 feet

Based on coordination with NCDOT, an eastbound left-turn lane with a minimum of 100 feet of storage will be required on Rocky River Road. This should create a three-lane section along Rocky River Road, between Hickory Ridge Road and Live Oak Road.

An eastbound right-turn lane and a westbound left-turn lane along Rocky River Road are recommended as mitigation for the Shoppes at Hickory Ridge development. Based on NCDOT Congestion Management Capacity Analysis Guidelines, full storage for both right- and left-turn lanes should accommodate a minimum of 100 feet. Therefore, an eastbound right-turn lane and a westbound left-turn lane with a minimum of 100 feet of storage is recommended as mitigation.

Hickory Ridge Road and Access 2

2024 Build Conditions

- Southbound left-turn lane along Hickory Ridge Road with a minimum storage length of 50 feet

Based on coordination with NCDOT, a southbound left-turn lane with a minimum of 100 feet of storage is recommended as mitigation for the Shoppes at Hickory Ridge development.

8.0 Crash Data Analysis

Crash data was obtained at study intersections for crashes that occurred between July 1, 2017 and June 30, 2020. Over this three-year period, 31 total crashes were reported at the four study intersections. The breakdown of crashes at these four study intersections by severity, frequency, and accident type can be seen the tables below.

Table 8.1 – Crash Severity Summary

Crash Type	Number of Crashes
Fatal Crashes	0
Class A	0
Class B	0
Class C	8
Property Damage Only	23
Total	31

Table 8.1 above displays the total number of crashes by severity type from most to least severe. As shown, there were no fatal or Class A crashes reported in the study area intersections over the past three years. 'Class A' incidents are crashes in which serious injury is suspected, which can include significant loss of blood or broken bones. 'Class B' incidents are crashes in which minor injury is suspected, such as bruises or minor cuts. There were none of these crash types within the study area reported over the three years. There were 8 'Class C' crashes reported, which are defined as crashes wherein possible injuries occur. Possible injuries are injuries reported by the person or indicated by his/her behavior, but no wounds or injuries are physically present, such as limping or complaint of neck pain. There were 23 crashes in which only property damage occurred, meaning no injury was reported in 74% of the recorded crashes at the study intersections.

Table 8.2 – Accident Frequency Summary

Location	Crashes/100 MEV
Robinson Church Road and Rocky River Road	55.70
Hickory Ridge Road and Rocky River Road	32.02
Rocky River Road and Stallings Road	52.91
Rocky River Road and Live Oak Road	34.42
Average	45.05

Shown in **Table 8.2** are the accident frequency rates for each study intersection, reported in crashes per 100 million entering vehicles (MEV). Their rates resulted in a weighted average crash rate of 45.05 crashes per 100 MEV, with the highest rate occurring at the intersection of Robinson Church Road and Rocky River Road.

Table 8.3 – Accident Type Summary

Crash Type	Robinson Church Road and Rocky River Road	Hickory Ridge Road and Rocky River Road	Rocky River Road and Stallings Road	Rocky River Road and Live Oak Road
Angle	3	2	0	0
Animal	0	1	0	0
Left-Turn, Different Roadways	0	0	7	1
Left-Turn, Same Roadway	2	0	0	0
Rear End, Slow or Stop	7	3	1	3
Right-Turn, Different Roadways	1	0	0	0
Total	13	6	8	4

As seen in **Table 8.3**, at the four study intersections, the most common crash type was a rear-end collision caused by slowing or stopping, with 45% of crashes. This crash type is often associated with mainline traffic along a corridor with unsignalized turning movements with the lack of turn lanes onto side-streets. The second most common crash type was a left-turn collision from different roadways.

9.0 Mitigation Improvements

Based on the capacity analyses performed at each of the identified study intersections, the following improvements have been identified to mitigate the impact of the proposed development on the adjacent street network:

Robinson Church Road and Rocky River Road

- Contribution of \$50,000 to the left-turn lanes along Robinson Church Road.

Hickory Ridge Road and Rocky River Road

- Dedication of future right-of-way along the frontage of the site on Rocky River Road and Hickory Ridge Road per the Town's CTP.

Rocky River Road and Live Oak Road/Access 1

- Restripe the southbound approach of Live Oak Road to include a separate left-turn lane with a minimum of 100 feet of storage and a shared through-right lane.
- Construction of the northbound approach of Access 1 with one ingress & two egress lanes and an internal protected stem of 125 feet.
- Construction of an eastbound right-turn lane along Rocky River Road with a minimum of 100 feet of storage.
- Construction of an eastbound left-turn lane along Rocky River Road with a minimum of 100 feet of storage. This should create a three-lane section along Rocky River Road, between Hickory Ridge Road and Live Oak Road.
- Construction of a westbound left-turn lane along Rocky River Road with a minimum of 100 feet of storage.

Hickory Ridge Road and Access 2

- Construction of a southbound left-turn lane along Hickory Ridge Road with a minimum of 100 feet of storage.
- Construction of the westbound approach of Access 2 with one ingress & one egress lane and an internal protected stem of 100 feet.

The mitigation improvement identified within the study area are shown in **Figure 9.1**. The improvements shown on this figure are subject to approval by NCDOT and the Town of Harrisburg. All additions and attachments to the State and Town roadway system shall be properly permitted, designed and constructed in conformance to standards maintained by the agencies.



APPENDIX

July 22, 2021

Town of Harrisburg
Mr. Sushil Nepal
4100 Main Street
Harrisburg, NC 28075

Re: Public Open Space Dedication for Proposed Rezoning on Hickory Ridge Road

Dear Mr. Nepal:

True Summit Capital is applying for a mixed use development at Hickory Ridge Road and Rocky River Road (the Site). Per Ordinance, public open space dedication is required at a rate of 1/35 of an acre per the number of lots developed.

We would like to present payment in lieu of dedication of public open space. The recent purchase price for the overall 14.28 acre property is \$950,000. It is noted, the residential portion of the site 8.89 acres with a fair market value of \$40,000 per acre.

There are 55 lots proposed on 8.89 acres of the site thus the land dedication would be equal to 1.57 acres.

Total fee to be paid in lieu = $1.57 \times \$40,000 = \$62,800$

Payment will be provided at the time of lot platting.

Please do not hesitate to contact me if you have any questions or need additional information. We look forward to working with you and the Town of Harrisburg on the redevelopment of the Site.

Respectfully,

DocuSigned by:

6E3F2044934840E...
Mohammed Idlibi
True Summit Capital



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Name for New Athletic Fields at Holcomb Woods Development

Presenting Personnel:

James Spina, Parks and Recreation Director

Suggested Motion or Action:

Motion to approve the name of the new athletic fields at Holcomb Woods development as "Holcomb Woods Athletic Complex."

Description/Background:

As part of the conditions of the Holcomb Woods residential development off Plaza Road Extension, the development was to provide fields and parking for the Town. This has since been taken over by the Town and the fields have been graded, lined and completed. Amenities such as landscaping, fencing, netting, parking lot and gate have also been completed. Naming of the facility is the last step.

Based on a 2017 policy adopted by Council regarding the naming of parks, there is a specific process to be followed. In summary:

- Staff, Town residents, community leaders and organizations interested in proposing a name for the park are invited to submit written recommendations. These were solicited and received earlier in this calendar year.
- The Parks & Recreation Director forwards naming recommendations to the Parks and Recreation Advisory Board for consideration and recommendation to Town Council.
- Town Council allows for Public input and comment and ultimately will confirm the name via resolution.

The Harrisburg Parks & Recreation Advisory Board recently advertised and accepted suggestions for naming the new athletic development at the Holcomb Woods development. Two suggestions were submitted by residents but were rejected based on redundancy and appropriateness. After some discussion, it was decided to formally recommend to Council the name of "Holcomb Woods Athletic Complex" as the fields will host multiple activities including, but not limited to, soccer, football and cricket. During discussion at the August Town Council meeting, "Holcomb Woods Recreation Complex" was suggested as an alternative name.

The public hearing for this was properly held on August 9, 2021.

Recommendation:

Staff recommends approval of the name "Holcomb Woods Athletic Complex."

Fiscal Impact:

None.

Attachments:

None



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of HOA Amenity Centers in the Town's solid waste contract.

Presenting Personnel:

Brian Lee, Finance Director

Suggested Motion or Action:

Motion to accept the quoted addition to the Town's existing contract with WastePro USA, Inc. and allow the Town Manager to execute the contract addendum.

Description/Background:

The Town of Harrisburg contracts with Waste Pro USA, Inc. for weekly trash and bi-weekly recycling services strictly for residential properties within the Town. The Town's contract does not provide these services to any non-residential properties, such as businesses, churches, HOA's, or condominiums. Each of these properties is independently responsible for contracting with any provider of their choice for these services.

Until recently and over the past several years, Waste Pro was erroneously servicing Homeowners' Associations properties, and in particular, HOA pools, under the internal misunderstanding that these locations were covered under the Town's contract. Once discovered, Waste Pro stopped servicing these addresses beginning in May 2021 and is requiring separate agreements with each property, just as the Town's businesses are currently required to have.

Waste Pro accepts that it provided these services at no cost to the HOA's or the Town over the past several years and is only able to pursue correction of this error prospectively, which means that these services were provided completely free of cost until this point. Effective June 22, 2021, Waste Pro agreed to resume servicing HOA amenity centers while the Town and Waste Pro continue discussing whether the Town's contract will absorb the additional costs or whether the Town is able to negotiate a preferred rate for our HOA's to establish their own service contracts.

Letters were emailed and mailed to each of the HOA's in Town asking the HOA to respond back with how many roll out carts were desired and for which months of the year as many facilities do not require year-round trash service. Responses from the HOA's were tallied and provided to WastePro. A quote has been provided from WastePro to service these locations at a cost of \$30 per cart, per month during active months at each HOA amenity center.

The Town's current HOA amenity centers have requested the following number of carts and months of service for a total of 176 "cart-months":

1. April through September
- 2 HOA centers - 5 carts total
2. May through September
- 6 HOA centers - 10 carts total
3. Year-round
- 3 HOA centers - 8 carts total

The Town will only be charged for the months in which the amenity center is open.

Recommendation:

Staff recommends approval of the addition of the Town's HOA amenity centers to the Town's existing solid waste contract at an approximate annual cost of \$5,500.

Fiscal Impact:

The fiscal impact to the Town is an approximate annual cost of \$5,500. No budget amendment is required as the existing established budget anticipates growth and provides room for small changes such as these.

Attachments:

1. Amendment to Harrisburg-Waste Pro contract

This AMENDMENT TO CONTRACT (the "Amendment") is made and entered as of the ____ day of September, 2021, by and between the TOWN OF HARRISBURG, a North Carolina municipal corporation ("Town"), and WASTE PRO OF NORTH CAROLINA, INC ("Contractor").

RECITALS

1. On October 9, 2017, the parties entered into a Contract for the collection, transportation and disposal of Town municipal solid waste, bulk waste and recyclables by Contractor.
2. The Contract did not provide for pick up of waste from Homeowners Association ("HOA") amenity centers.
3. The parties desire to add such services to the Contract.
4. The purpose of this Amendment is to reflect the addition of such services to the Contract

In consideration of the mutual promises set forth in this Amendment and other good and valuable considerations, the receipt and sufficiency of which are acknowledged by the parties, the Town and Contractor agree as follows:

TERMS

1. The parties agree to amend the Contract to add the pick up of the same items from HOA amenity centers as the Contractor picks up from other Town residents.
2. Contractor shall provide carts to the HOA amenity centers and provide the same pick up service to such amenity centers as it provides to other Town residents.
3. Contractor shall charge the Town \$30.00 per cart per month for such services.
4. At this time, it is estimated by the Town that there will be 176 cart-months annually, for a total of \$5,280.00 each year.
5. The Town shall provide the Contractor with a list of the HOA amenity centers, their addresses and the schedule of pick up. The parties agree that the Town can add additional HOA amenity centers at the same rate. Contractor shall only pick up from each HOA amenity center according to the schedule provided by the Town and shall not charge the Town for pick up at times not listed in the schedule.

6. Notwithstanding any other provisions of the Contract, this rate for HOA amenity centers shall be constant for the balance of the term of the Contract.

7. Except as amended above, the provisions of the Contract between the parties remain in full force and effect.

IN WITNESS, the parties have executed this Amendment as of the date first written above.

WASTE PRO OF NORTH CAROLINA

By: _____
Vice President

TOWN OF HARRISBURG

By: _____
Town Manager

Attest:

By: _____
Janet Rackley, Town Clerk

This instrument has been pre-audited in the manner required by the "Local Government Budget and Fiscal Control Act."

Brian Lee, Finance Director



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Adoption of the Revisions to the Town Storm Water Ordinance

Presenting Personnel:

Robert Donham, Town Engineer

Suggested Motion or Action:

If approved, to adopt the attached revisions to the Storm Water Ordinance and have it codified into the Town's Code of Ordinances.

Description/Background:

Town Staff is responding to the changing needs of the community and updating the Storm Water ordinance to provide clarity on the escrow account contribution and maintenance required of HOAs. Staff is utilizing updates based on feedback received from Town Council and implementing changes from the model ordinance published by the State of North Carolina.

Changes include the following:

1. Revision of the Escrow contribution from 15% developer to 25% developer. Change from 10 year fully funded to 15 year fully funded. Change homeowner contribution to flat rate over 15 year period. Change total contribution amount to 75% (reduced from 100%)
2. Incorporate zero net fill in floodplain requirements.
3. Incorporate pet waste ordinance, as required by the state for the storm water permit.

Following the ordinance update, Town Staff will publish a revised Storm Water Drainage Manual to reflect the changes initiated by the Ordinance.

Recommendation:

Staff recommends approving the adoption of the revised Storm Water Ordinance.

Fiscal Impact:

There is no fiscal impact associated with updating the Ordinance.

Attachments:

1. Chapter 53 - Revised Ordinance

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SECTION 1: GENERAL PROVISIONS

101 TITLE

This Ordinance shall be officially known as “The Stormwater Quality Ordinance.” It is referred to herein as “this Ordinance.”

102 AUTHORITY

The Town Council of the Town of Harrisburg, further referred to herein as “the Town”, is authorized to adopt this Ordinance pursuant to North Carolina law, including but not limited to Article 14, Section 5 of the Constitution of North Carolina; the Charter of the Town of Harrisburg, North Carolina; North Carolina General Statutes 143-214.7 and rules promulgated by the Environmental Management Commission thereunder; and Session Law 2004-163; Chapter 160A, §§ 174, 185.

103 FINDINGS

It is hereby determined that:

Development alter the hydrologic response of local watersheds and increases stormwater runoff rates and volumes, flooding, soil erosion, stream channel erosion, nonpoint and point source pollution, and sediment transport and deposition, as well as reducing groundwater recharge;

These changes in stormwater runoff contribute to increased quantities of water-borne pollutants and alterations in hydrology which are harmful to public health and safety as well as to the natural environment; and

These effects can be managed and minimized by applying proper design and well-planned controls to manage stormwater runoff from *development* sites.

Further, the Federal Water Pollution Control Act of 1972 (“Clean Water Act”) and federal Phase II Stormwater Rules promulgated under it, as well as rules of the North Carolina Environmental Management Commission promulgated in response to federal Phase II requirements, compel certain urbanized areas, including this jurisdiction, to adopt the minimum stormwater controls such as those included in this Ordinance.

Therefore, the Town Council establishes this set of water quality and quantity regulations to meet the requirements of state and federal law regarding control of stormwater runoff and discharge.

104 PURPOSE

(A) General

The purpose of this Ordinance is to protect, maintain and enhance the public health, safety, environment and general welfare by establishing minimum requirements and procedures to control the adverse effects of increased post-*development* stormwater runoff and nonpoint and point source pollution associated with new *development* as well as illicit discharges into municipal stormwater systems. It has been determined that proper management of construction-related and post-*development* stormwater runoff will minimize damage to public and private property

and infrastructure, safeguard the public health, safety, and general welfare, and protect water and aquatic resources.

(B) Specific

This Ordinance seeks to meet its general purpose through the following specific objectives and means:

1. Establishing decision-making processes for *development* that protects the integrity of watersheds and preserves the health of water resources;
2. Requiring that new *development* maintain the pre-*development* hydrologic response in their post-*development* state as nearly as practicable for the applicable design storm to reduce flooding, streambank erosion, nonpoint and point source pollution and increases in stream temperature, and to maintain the integrity of stream channels and aquatic habitats;
3. Establishing minimum post-*development* stormwater management standards and design criteria for the regulation and control of stormwater runoff quantity and quality;
4. Establishing design and review criteria for the construction, function, and use of *stormwater control measures (SCMs)* that may be used to meet the minimum post-*development* stormwater management standards;
5. Encouraging the use of better management and site design practices, such as the use of vegetated conveyances for stormwater and the preservation of green space, *riparian* buffers, and other conservation areas to the maximum extent practicable;
6. Establishing provisions for the long-term responsibility for and maintenance of *SCMs* to ensure that they continue to function as designed, are maintained appropriately, and pose no threat to public safety;
7. Establishing administrative procedures for the submission, review, approval and disapproval of stormwater management plans, for the inspection of approved projects, and to assure appropriate long-term maintenance;
8. Controlling illicit discharges into the municipal separate stormwater system;
9. Controlling erosion and sedimentation from construction activities.
10. Provide for the proper disposal of pet solid waste in the Town of Harrisburg, so as to protect the public health, safety and welfare, and to prescribe penalties for failure to comply.

(A) Applicability

Beginning with and subsequent to its effective date, this Ordinance shall be applicable to all *development*, including, but not limited to, site plan applications, subdivision applications, and grading applications, unless exempt pursuant to Subsection (B) of this Section, Exemptions.

Development that cumulatively disturbs more than 10,000 square feet and or is part of a *larger common plan of development or sale* that cumulatively disturbs more than 10,000 square feet must comply with the provisions of this Ordinance and the Standards set forth in Section 3, Standards.

Development are part of a *larger common plan of development or sale*, even though multiple, separate or distinct activities may take place at different times on different schedules and by different developers.

(B) Exemptions

Redevelopment as defined in this Ordinance

Activities that are exempt from permit requirements of Section 404 of the federal Clean Water Act as specified in 40 CFR 232 (primarily, non-point source agricultural and silvicultural (forestry) activities) are exempt from the provisions of this Ordinance.

(C) No Development Until Compliance and Permit

No *development* shall occur except in compliance with the provisions of this Ordinance or unless exempted. No *development* for which a permit is required pursuant to this Ordinance shall occur except in compliance with the provisions, conditions, and limitations of the permit.

(D) Jurisdiction

The provisions of this Ordinance shall apply to all public or private building(s), land(s), and use(s) thereon over which the Town has or will have future jurisdiction under the constitution(s) and law(s) of the State of North Carolina and of the United States, including any areas within the jurisdiction of the Town pursuant to NCGS § 160A-360. Pursuant to NCGS § 160A-392, each provision of this Ordinance is applicable to the erection, construction, and use of buildings by the State of North Carolina and its political subdivisions

(E) Map

The provisions of this Ordinance shall apply within the areas designated on the map titled "Stormwater Quality Map of Harrisburg, North Carolina" ("the Stormwater Map"), which is adopted simultaneously herewith. The Stormwater Map and all explanatory matter contained thereon accompanies and is hereby made a part of this Ordinance.

The Stormwater Map shall be kept on file by the Stormwater Administrator and shall be updated to take into account changes to the *future service area* covered by this Ordinance and the geographic location of all *SCMs* permitted under this Ordinance. In the event of a dispute, the applicability of this Ordinance to a particular area of land or BMP shall be determined by reference to the North Carolina Statutes, the North Carolina Administrative Code, and local zoning and jurisdictional boundary ordinances.

106 INTERPRETATION

(A) Meaning and Intent

All provisions, terms, phrases, and expressions contained in this Ordinance shall be construed according to the general and specific purposes set forth in Section 104, Purpose. If a different or more specific meaning is given for a term defined elsewhere in the Town's Unified Development Ordinance or other ordinances, the meaning and application of the term in this Ordinance shall control for purposes of application of this Ordinance.

(B) Text Controls in Event of Conflict

In the event of a conflict or inconsistency between the text of this Ordinance and any heading, caption, figure, illustration, table, or map, the text shall control.

(C) Authority for Interpretation

The Stormwater Administrator has authority to determine the interpretation of this Ordinance. Any person may request an interpretation by submitting a written request to the Stormwater Administrator, who shall respond in writing within 30 days. The Stormwater Administrator shall keep on file a record of all written interpretations of this Ordinance.

(D) References to Statutes, Regulations, and Documents

Whenever reference is made to a resolution, ordinance, statute, regulation, manual or document, it shall be construed as a reference to the most recent edition of such that has been finalized and published with due provision for notice and comment, unless otherwise specifically stated.

(E) Computation of Time

The time in which an act is to be done shall be computed by excluding the first day and including the last day. If a deadline or required date of action falls on a Saturday, Sunday, or holiday observed by the Town, the deadline or required date of action shall be the next day that is not a Saturday, Sunday or holiday observed by the Town. References to days are calendar days unless otherwise stated.

(F) Delegation of Authority

Any act authorized by this Ordinance to be carried out by the Stormwater Administrator of the Town may be carried out by his or her designee.

(A) Reference to Design Manual

The Stormwater Administrator shall use the policy, criteria, and information, including technical specifications and standards, in the *Design Manual* as the basis for decisions about stormwater permits and about the design, implementation and performance of *SCMs* and stormwater management practices.

The *Design Manual* includes a list of acceptable *SCMs* and stormwater management practices and provides instruction for design and analysis methodologies. *SCMs* and stormwater management practices that are designed, constructed, and maintained in accordance with these methodologies and the Standards of this Ordinance will be presumed to meet the minimum water quality performance standards of the Phase II laws.

The *Design Manual* may consist of one or several acceptable manuals or documents determined by the Stormwater Administrator. The Stormwater Administrator may add or remove manuals or documents from reference at their discretion in order to provide the guidance to meet this Ordinance and Phase II laws.

(B) Relationship of Design Manual to Other Laws and Regulations

If the specifications or guidelines of the *Design Manual* are more restrictive or apply a higher standard than other laws or regulations, that fact shall not prevent application of the specifications or guidelines in the *Design Manual*.

(C) Changes to Standards and Specifications

If the standards, specifications, guidelines, policies, criteria, or other information in the *Design Manual* are amended subsequent to the submittal of an application for approval pursuant to this ordinance but prior to approval, the new information shall control and shall be utilized in reviewing the application and in implementing this Ordinance with regard to the application.

108 **RELATIONSHIP TO OTHER LAWS, REGULATIONS AND PRIVATE AGREEMENTS****(A) Conflict of Laws**

This ordinance is not intended to modify or repeal any other ordinance, rule, regulation or other provision of law. The requirements of this Ordinance are in addition to the requirements of any other ordinance, rule, regulation or other provision of law. Where any provision of this Ordinance imposes restrictions different from those imposed by any other ordinance, rule, regulation or other provision of law, whichever provision is more restrictive or imposes higher protective standards for human or environmental health, safety, and welfare, shall control.

(B) Private Agreements

This Ordinance is not intended to revoke or repeal any easement, covenant, or other private agreement. However, where the regulations of this Ordinance are more

restrictive or impose higher standards or requirements than such an easement, covenant, or other private agreement, the requirements of this Ordinance shall govern. Nothing in this Ordinance shall modify or repeal any private covenant or deed restriction, but such covenant or restriction shall not legitimize any failure to comply with this Ordinance. In no case shall the Town be obligated to enforce the provisions of any easements, covenants, or agreements between private parties.

109 SEVERABILITY

If the provisions of any section, subsection, paragraph, subdivision or clause of this Ordinance shall be adjudged invalid by a court of competent jurisdiction, such judgment shall not affect or invalidate the remainder of any section, subsection, paragraph, subdivision or clause of this Ordinance.

110 EFFECTIVE DATE AND TRANSITIONAL PROVISIONS

(A) Effective Date

This Ordinance shall take effect on January 1, 2008.

(B) Final Approvals, Complete Applications

All *development* projects for which complete and full applications were submitted and approved by the Town prior to the effective date of this Ordinance and which remain valid, unexpired, unrevoked and not otherwise terminated at the time of *development* shall be exempt from complying with all provisions of this Ordinance dealing with the control and/or management of post-construction runoff, but shall be required to comply with all other applicable provisions [including but not limited to illicit discharge provisions].

(C) Violations Continue

Any violation of provisions existing on the effective date of this Ordinance shall continue to be a violation under this Ordinance and be subject to penalties and enforcement under this Ordinance unless the use, *development*, construction, or other activity complies with the provisions of this Ordinance.

SECTION 2: ADMINISTRATION AND PROCEDURES

201 REVIEW AND DECISION-MAKING ENTITIES

(A) Stormwater Administrator

(1) Designation

A Stormwater Administrator shall be designated by the Town Council to administer and enforce this Ordinance.

(2) Powers and Duties

In addition to the powers and duties that may be conferred by other provisions of the Town Charter, Code of Ordinances, Unified Development Ordinance, and other laws, the Stormwater Administrator shall have the following powers and duties under this Ordinance:

- a. To review and approve, approve with conditions, or disapprove applications for approval of plans pursuant to this Ordinance.
- b. To make determinations and render interpretations of this Ordinance.
- c. To establish application requirements and schedules for submittal and review of applications and appeals, to review and make recommendations to the Town Council on applications for *development* approvals.
- d. To enforce the provisions of this Ordinance in accordance with its enforcement provisions.
- e. To maintain records, maps, forms, and official materials as relate to the adoption, amendment, enforcement, and administration of this Ordinance.
- f. To provide expertise and technical assistance to the Town Council and any Town Council-delegated committee for the purposes of enforcing the provisions of this Ordinance, upon request.
- g. To designate appropriate other person(s) who shall carry out specifically delegated powers and duties of the Stormwater Administrator.
- h. To take any other action necessary to administer the provisions of this Ordinance.

202 REVIEW PROCEDURES

(A) Permit Required; Must Apply for Permit

A stormwater permit is required for all *development* unless exempt pursuant to this Ordinance. A permit may only be issued subsequent to a properly submitted and reviewed permit application, pursuant to this section.

(B) Effect of Permit

A stormwater permit shall govern the design, installation, and construction of stormwater management and control practices on the site, including *SCMs* and elements of site design for stormwater management other than *SCMs*.

The permit is intended to provide a mechanism for the review, approval, and inspection of the approach to be used for the management and control of stormwater for the *development* site consistent with the requirements of this Ordinance, whether the approach consists of *SCMs* or other techniques such as low-impact or low-density design. The permit does not continue in existence indefinitely after the completion of the project; rather, compliance after project construction is assured by the maintenance provisions of this Ordinance.

(C) Authority to File Applications

All applications required pursuant to this Code shall be submitted to the Stormwater Administrator by the land *owner* or the land *owner's* duly authorized agent.

(D) Establishment of Application Requirements, Schedule, and Fees

(1) Application Contents and Form

The Stormwater Administrator shall establish requirements for the content and form of all applications and shall amend and update those requirements from time to time. At a minimum, the stormwater permit application shall describe in detail how post-*development* stormwater runoff will be controlled and managed, the design of all stormwater facilities and practices, and how the proposed project will meet the requirements of this Ordinance.

(2) Submission Schedule

The Stormwater Administrator shall establish a submission schedule for applications. The schedule shall establish deadlines by which complete applications must be submitted for the purpose of ensuring that there is adequate time to review applications, and that the various stages in the review process are accommodated.

(3) Permit Review Fees

The Town Council shall establish permit review fees as well as policies regarding refund of any fees upon withdrawal of an application, and may amend and update the fees and policies from time to time.

(4) Administrative Manual

For applications required under this Code, the Stormwater Administrator shall compile the application requirements, submission schedule, fee schedule, a copy of this Ordinance, and information on how and where to obtain the *Design Manual* in an Administrative Manual, which shall be made available to the public.

(E) Submittal of Complete Application

Applications shall be submitted to the Stormwater Administrator pursuant to the application submittal schedule in the form established by the Stormwater Administrator, along with the appropriate fee established pursuant to this section.

An application shall be considered as timely submitted only when it contains all elements of a complete application pursuant to this Ordinance, along with the appropriate fee. If the Stormwater Administrator finds that an application is incomplete, the applicant shall be notified of the deficient elements and shall be provided with an opportunity to submit a complete application. However, the submittal of an incomplete application shall not suffice to meet a deadline contained in the submission schedule established above.

(F) Review

Within thirty (30) working days after a complete application is submitted, the Stormwater Administrator shall review the application and determine whether the application complies with the standards of this Ordinance.

(1) Approval

If the Stormwater Administrator finds that the application complies with the standards of this Ordinance, the Stormwater Administrator shall approve the application. The Stormwater Administrator may impose conditions of approval as needed to ensure compliance with this Ordinance. The conditions shall be included as part of the approval.

(2) Fails to Comply

If the Stormwater Administrator finds that the application fails to comply with the standards of this Ordinance, the Stormwater Administrator shall notify the applicant and shall indicate how the application fails to comply. The applicant shall have an opportunity to submit a revised application.

(3) Revision and Subsequent Review

A complete revised application shall be reviewed by the Stormwater Administrator within thirty (30) working days after its re-submittal and shall be approved, approved with conditions or disapproved.

If a revised application is not re-submitted within thirty (30) calendar days from the date the applicant was notified, the application shall be considered withdrawn, and a new submittal for the same or substantially the same project shall be required along with the appropriate fee.

One re-submittal of a revised application may be submitted without payment of an additional permit review fee. Any re-submittal after the first re-submittal shall be accompanied by a permit review fee additional fee, as established pursuant to this Ordinance.

(A) Concept Plan and Consultation Meeting

Before a stormwater management permit application is deemed complete, the developer shall schedule a consultation with the Stormwater Administrator on a concept plan for the post-construction stormwater management system to be utilized in the proposed *development* project. This consultation meeting should take place at the time of the preliminary plan of subdivision or other early step in the *development* process. The purpose of this meeting is to discuss the post-construction stormwater management measures necessary for the proposed project, as well as to discuss and assess constraints, opportunities and potential approaches to stormwater management designs before formal site design engineering is commenced. Local watershed plans, the Unified Development Ordinance, and other relevant resource protection plans should be consulted in the discussion of the concept plan.

To accomplish this goal, the following information should be included in the concept plan, which should be submitted in advance of the meeting:

(1) Existing Conditions / Proposed Site Plans

Existing conditions and proposed site layout sketch plans, which illustrate at a minimum: existing and proposed topography; perennial and intermittent streams; mapping of predominant soils from soil surveys (if available); boundaries of existing predominant vegetation; proposed limits of clearing and grading; and location of existing and proposed roads, buildings, parking areas and other impervious surfaces.

(2) Natural Resources Inventory

A written or graphic inventory of the natural resources at the site and surrounding area as it exists prior to the commencement of the project. This description should include a discussion of soil conditions, forest cover, geologic features, topography, wetlands, and native vegetative areas on the site, as well as the location and boundaries of other natural feature protection and conservation areas such as lakes, ponds, floodplains, stream buffers and other setbacks (e.g., drinking water well setbacks, septic setbacks, etc.). Particular attention should be paid to environmentally sensitive features that provide particular opportunities or constraints for *development* and stormwater management

(3) Stormwater Management System Concept Plan

A written or graphic concept plan of the proposed post-*development* stormwater management system including: preliminary selection and location of proposed structural stormwater controls; low-impact design elements; location of existing and proposed conveyance systems such as grass channels, swales, and storm drains; flow paths; location of floodplain/floodway limits; relationship of site to upstream and downstream properties and drainages; and preliminary location of any proposed stream channel modifications, such as bridge or culvert crossings.

(B) Stormwater Management Permit Application

The stormwater management permit application shall detail how post-*development* stormwater runoff will be controlled and managed and how the proposed project will meet the requirements of this Ordinance, including Section 3, Standards. All such plans shall be prepared by a qualified registered North Carolina professional engineer and the engineer shall perform services only in their area of competence, and shall verify that the design of all stormwater management facilities and practices meets the submittal requirements for complete applications, that the designs and plans are sufficient to comply with applicable standards of this Ordinance and policies found in the *Design Manual*, and that the designs and plans ensure compliance with this Ordinance.

The submittal shall include all of the information required in the submittal checklist established by the Stormwater Administrator. Incomplete submittals shall be treated pursuant to Section 202(E).

(C) As-Built Plans and Final Approval

Upon completion of a project, and before a certificate of occupancy shall be granted, the applicant shall certify that the completed project is in accordance with the approved stormwater management plans and designs, and shall submit actual “as built” plans for all stormwater management facilities or practices after final construction is completed. Electronic versions of the “as-built” plans shall accompany any hardcopy submittal of plans.

The plans shall show the final design specifications for all stormwater management facilities and practices and the field location, size, depth, and planted vegetation of all measures, controls, and devices, as installed. The designer of the stormwater management measures and plans shall certify, under seal, that the as-built stormwater measures, controls, and devices are in compliance with the approved stormwater management plans and designs and with the requirements of this Ordinance. A final inspection and approval by the Stormwater Administrator shall occur before the release of any performance securities.

(D) Other Permits

No certificate of compliance or occupancy shall be issued by the Cabarrus County Commerce Department without final as-built plans and a final inspection and approval by the Stormwater Administrator, except where multiple units are served by the stormwater practice or facilities, in which case the Cabarrus County Commerce Department may elect to withhold a percentage of permits or certificates of occupancy until as-built plans are submitted and final inspection and approval has occurred.

204 APPROVALS

(A) Effect of Approval

Approval authorizes the applicant to go forward with only the specific plans and activities authorized in the permit. The approval shall not be construed to exempt the applicant from obtaining other applicable approvals from local, state, and federal authorities.

(B) Time Limit/Expiration

An approved plan shall become null and void if the applicant fails to make *substantial progress* on the site within one year after the date of approval. The Stormwater Administrator may grant a single, one-year extension of this time limit, for good cause shown, upon receiving a written request from the applicant before the expiration of the approved plan.

In granting an extension, the Stormwater Administrator may require compliance with standards adopted since the original application was submitted unless there has been substantial reliance on the original permit and the change in standards would infringe the applicant's vested rights.

205 RIGHT OF APPEAL

(A) Procedure

Any application request for a variance shall be filed with the Stormwater Administrator for transmittal to the Town Council.

The Town Council shall conduct a hearing on the appeal pursuant to the procedures established in NCGS § 160A-388b or Section 3.1.8 of the Town's Unified Development Ordinance.

The Storm Water Board of Adjustment's decision shall be considered a final decision after the Board approves the official minutes containing such during an official meeting and filed with the Town Clerk.

(B) Filing of Appeal and Procedures

Appeals shall be taken within the specified time by filing a notice of appeal and specifying the grounds for appeal on forms provided by the Town. The Stormwater Administrator shall forthwith transmit to the Town Council all documents constituting the record on which the decision appealed from was taken.

The hearing conducted by the Town Council shall be conducted in the nature of a quasi-judicial proceeding with all findings of fact supported by the competent material evidence.

(C) Review by Superior Court

Every decision of the Town Council shall be subject to Superior Court review by proceedings in the nature of certiorari. Petition for review by the Superior Court shall be filed with the Clerk of Superior Court within thirty (30) days after the later of the following:

- (1) The decision of the Town Council is filed; or
- (2) A written copy thereof is delivered to every aggrieved party who has filed a written request for such copy with the Stormwater Administrator at the time of its hearing of the case.

(D) Appeal

An aggrieved person may appeal to the Town Council any action taken by the Stormwater Administrator pursuant to Section 205.

SECTION 3: STANDARDS

301 GENERAL STANDARDS

All *development* to which this Ordinance applies shall comply with the standards of this section.

Projects shall be considered low density if it contains no more than 24 percent *built-upon area* or no more than two dwelling units per acre; otherwise, it shall be considered high density. The following requirements shall apply to the calculation of *project* density:

(A) *Project* density shall be calculated as the total *built-upon area* divided by the total *project area*.

(B) A *project* with existing *development* may use the calculation method in Sub-301 (A) or shall have the option of calculating *project* density as the difference of total *built-upon area* minus existing *built-upon area* divided by the difference of total *project area* minus existing *built-upon area*;

SCMs shall be designed, constructed, and maintained so that the project achieves either runoff treatment or runoff volume match. For high density projects designed to achieve runoff treatment, the required storm depth shall be one inch.

Stormwater runoff from the *development* shall be transported from the *development* by vegetated conveyances to the maximum extent practicable.

Post-development discharges from *development* shall minimize downstream private and public property damage resulting from flooding and impact to the performance of public infrastructure.

The approval of the stormwater permit shall require an enforceable restriction on property usage that runs with the land, such as recorded deed restrictions or protective covenants, to ensure that future *development* maintains the site consistent with the approved plans.

All *development* to which this Ordinance applies shall comply with the standards set forth in section 15 of Article 4 of the Town's Unified Development Ordinance, titled River/Stream Overlay (RSOD) District and pertaining to the preservation of natural vegetated or revegetated areas along designated streams and rivers. Approval of a stormwater plan shall be granted on adherence of the standards of section 4.15 of the Town's Unified Development Ordinance. New stormwater outfalls resulting from *development* authorized under this Ordinance shall be constructed to discharge their stormwater as *sheet flow* prior to entering the *riparian* buffer.

All *development* to which this Ordinance applies shall comply with the soil erosion and sedimentation control standards, where applicable, and administered by North Carolina Department of Environmental Quality. A stormwater permit shall be granted to the *development* once the *development* has received an approved erosion control permit and registered a copy of the permit and plan with the Stormwater Administer.

All *development* shall comply with the Town's Zero Net Fill requirement. Net Fill shall not be permitted on any lot or parcel of property, or any part thereof, located within a critical drainage area or within the one hundred (100) year floodplain as designated on the most

current FEMA floodplain map, without express written consent of the Engineering and Public Works Director or his or her designee.

302 DEVELOPMENT STANDARDS FOR LOW DENSITY PROJECTS

This section shall be applicable to all *development*, pursuant to Subsection (A) of Section 105, Applicability, unless exempt pursuant to Subsection (B) of Section 105, Exemptions. The *development* shall implement design criteria that comply with each of the following standards:

- (A) Drainage systems shall be designed to maximize dispersed flow through vegetated areas and minimize channelization of flow.
- (B) Stormwater that cannot be released as dispersed flow shall be transported by vegetated conveyances. A minimal amount of non-vegetated conveyances for erosion protection or piping for driveways or culverts under a road shall be allowed by the permitting authority when it cannot be avoided. Vegetated conveyances shall meet the following requirements:
 - (1) Side slopes shall be no steeper than 3:1 (horizontal to vertical) unless it is demonstrated to the Town that the soils and vegetation will remain stable in perpetuity based on engineering calculations and on-site soil investigation; and
 - (2) The conveyance shall be designed so that it does not erode during the peak flow from the 10-year storm as demonstrated by engineering calculations.
- (C) Low density projects may use curb and gutter with outlets to convey stormwater to grassed swales or vegetated areas. Requirements for these *curb outlet systems* shall be as follows:
 - (1) The curb outlets shall be designed such that the swale or vegetated area can carry the peak flow from the 10-year storm at a non-erosive velocity.
 - (2) The longitudinal slope of the swale or vegetated area shall not exceed five percent, except where not practical due to physical constraints. In these cases, devices to slow the rate of runoff and encourage infiltration to reduce pollutant delivery shall be provided.
 - (3) The swale's cross-section shall be trapezoidal with a minimum bottom width of two feet.
 - (4) The side slopes of the swale or vegetated area shall be no steeper than 3:1 (horizontal to vertical);
 - (5) The minimum length of the swale or vegetated area shall be 100 feet; and
 - (6) Low density projects may use treatment swales designed pursuant to the *Drainage Manual* in lieu of the requirements specified in Sub-items (1) through (5) of this Section.

303 DEVELOPMENT STANDARDS FOR HIGH DENSITY PROJECTS

This section shall be applicable to all *development*, pursuant to Subsection (A) of Section 105, Applicability, unless exempt pursuant to Subsection (B) of Section 105, Exemptions. The *development* shall implement design criteria that comply with each of the following standards:

- (A) Post-*development* peak discharges must be controlled to pre-*development* discharges for, at a minimum, the *1-year, 24-hour storm* and the *10-year, 24-hour storm*.
- (B) *SCM* shall be designed, constructed, and maintained so that the development achieves *runoff treatment*.
- (C)
- (C) Stormwater runoff from off-site areas and existing *development* shall not be required to be treated in the *SCM*. Runoff from off-site areas or existing *development* that is not bypassed shall be included in the sizing of on-site *SCMs* at its full built-out potential.
- (D) A *development* that controls runoff through an off-site *SCM* shall be allowed on a case-by-case basis as determined by the Town if the off-site *SCM* meets the provisions of the Minimum Design Criteria. (E) *SCMs* shall meet the relevant Minimum Design Criteria set forth in 15A NCAC 2H .1050 through .1062 of this Section except in accordance with Item (6) of 15A NCAC 2H .1003.
- (F) When new *built-upon area* is added to existing *development* or existing *development* is replaced with new *built-upon area*, only the area of net increase shall be subject to this Section.

304 STANDARDS FOR STORMWATER CONTROL MEASURES

(A) Evaluation According to Contents of Design Manual

All *SCMs* and stormwater management practices required under this Ordinance shall be evaluated by the Stormwater Administrator according to the policies, criteria, and information, including technical specifications and standards and the specific design criteria for each *SCMs* and stormwater management practices, in the *Design Manual*. The Stormwater Administrator shall determine whether specific types and applications of *SCMs* and stormwater management practices will be adequate to meet the requirements of this Ordinance. Guidance on selecting an appropriate *SCMs* and stormwater management practices is provided in the *Design Manual*.

(B) Determination of Adequacy; Presumptions and Alternatives

SCMs and stormwater management practices that are designed, constructed, and maintained in accordance with the criteria and specifications in the *Design Manual* will be presumed to meet the minimum water quality and quantity performance

standards of this Ordinance. Whenever an applicant proposes to utilize a practice or practices not designed and constructed in accordance with the criteria and specifications in the *Design Manual*, the applicant shall have the burden of demonstrating that the practice(s) will satisfy the minimum water quality and quantity performance standards of this Ordinance. The Stormwater Administrator may require the applicant to provide the documentation, calculations, and examples as necessary for the Stormwater Administrator to determine whether such an affirmative showing is made.

305 **VARIANCES**

(A) Any person may petition the Town Council for a variance granting permission to use the person's land in a manner otherwise prohibited by this Ordinance. To qualify for a variance, the petitioner must show all of the following:

- (1) Unnecessary hardships would result from strict application of this Ordinance.
- (2) The hardships result from conditions that are peculiar to the property, such as the location, size, or topography of the property.
- (3) The hardships did not result from actions taken by the petitioner.
- (4) The requested variance is consistent with the spirit, purpose, and intent of this Ordinance; will secure public safety and welfare; and will preserve substantial justice.

(B) The Town Council may impose reasonable and appropriate conditions and safeguards upon any variance it grants.

SECTION 4: MAINTENANCE

401 GENERAL STANDARDS FOR MAINTENANCE

(A) Function of BMPs As Intended

(B) Annual Maintenance Inspection and Report

The *owner* of each *SCM* installed pursuant to this Ordinance shall maintain and operate it to preserve and continue its function in controlling stormwater quality and quantity at the degree or amount of function for which the *SCM* was designed.

The person responsible for maintenance of any *SCM* installed pursuant to this Ordinance shall submit to the Stormwater Administrator an inspection report from a qualified registered North Carolina professional engineer performing services only in their area of competence. The inspection report, at a minimum, shall contain all of the following:

- (1) The name and address of the land *owner*;
- (2) The recorded book and page number of the lot of each *SCM*;
- (3) A statement that an inspection was made of all *SCMs*;
- (4) The date the inspection was made;
- (5) A statement that all inspected *SCMs* are performing properly and comply with the terms and conditions of the approved maintenance agreement required by this Ordinance;
- (6) The original signature and seal of the engineer inspecting the *SCMs*; and
- (7) Digital photographs of the *SCMs* and pertinent components integral to its operation, including but not limited to inlet/outlet control structures, downstream receiving channel/area, embankments and spillways, safety features, and vegetation.

All inspection reports shall be on forms supplied by the Stormwater Administrator. An original inspection report shall be provided to the Stormwater Administrator beginning one year from the date of as-built certification and each year thereafter on or before the date of the as-built certification or as determined by the Stormwater Administrator.

(C) Maintenance Easement

Every *SCM* installed pursuant to this Ordinance shall be made accessible for adequate maintenance and repair by a maintenance easement. The easement shall be recorded on the plans and included as an attachment with the operation and maintenance agreement. The easement's terms shall specify who may make use of the easement and for what purposes.

(A) In General

Prior to the conveyance or transfer of any lot or building site to be served by a *SCM* pursuant to this Ordinance, and prior to issuance of any permit for *development* requiring a *SCM* pursuant to this Ordinance, the applicant or *owner* of the site must execute an operation and maintenance agreement that shall be binding on all subsequent *owners* of the site, portions of the site, and lots or parcels served by the *SCM*. Until the transference of all property, sites, or lots served by the *SCM*, the original *owner* or applicant shall have primary responsibility for carrying out the provisions of the maintenance agreement.

The operation and maintenance agreement shall require the *owner* or *owners* to maintain, repair and, if necessary, reconstruct the *SCM*, and shall state the terms, conditions, and schedule of maintenance for the *SCM*. In addition, it shall grant to the Town a right of entry in the event that the Stormwater Administrator has reason to believe it has become necessary to inspect, monitor, maintain, repair, or reconstruct the *SCM*; however, in no case shall the right of entry, of itself, confer an obligation on the Town to assume responsibility for the *SCM*.

(B) The Operation and Maintenance Agreement

The Operation and Maintenance Agreement must be approved by the Stormwater Administrator prior to plan approval, and it shall be referenced on the final plat and shall be recorded with the county Register of Deeds upon final plat approval. A copy of the recorded maintenance agreement shall be given to the Stormwater Administrator within fourteen (14) days following its recordation. Special Requirement for Homeowners' and Other Associations

For all *SCMs* required pursuant to this Ordinance and that are to be or are owned and maintained by a homeowners' association, property owners' association, or similar entity, the required operation and maintenance agreement shall include all of the following provisions:

- (1) Acknowledgment that the association shall continuously operate and maintain the stormwater control and management facilities.
- (2) Establishment of an escrow account, which can be spent solely for sediment removal, structural, biological or vegetative replacement, major repair, or reconstruction of the *SCMs*. If *SCMs* are not performing adequately or as intended or are not properly maintained, the Town, in its sole discretion, may remedy the situation, and in such instances, the Town shall be fully reimbursed from the escrow account. Escrowed funds may be spent by the association for sediment removal, structural, biological or vegetative replacement, major repair, and reconstruction of the *SCMs*, provided that the Town shall first consent to the expenditure.
- (3) Both developer contribution and annual sinking funds shall fund the escrow account. Prior to plat recordation or issuance of construction permits, whichever shall first occur, the developer shall pay into the escrow account an amount equal to twenty five (25) per cent of the initial construction cost of the *SCMs*. Seventy five (75) per cent of the total

amount of sinking fund budget shall be deposited into the escrow account within the first fifteen (15) years following the Town acceptance of the subdivision into the street maintenance system. Funds shall be deposited each year into the escrow account. A portion of the annual assessments of the association shall include an allocation into the escrow account. Any funds drawn down from the escrow account shall be replaced in accordance with the schedule of anticipated work used to create the sinking fund budget.

- (4) The percent of developer contribution and lengths of time to fund the escrow account may be varied by the Town depending on the design and materials of the stormwater control and management facility.
- (5) Granting to the Town a right of entry to inspect, monitor, maintain, repair, and reconstruct *SCMs*.
- (6) Allowing the Town to recover from the association and its members any and all costs the Town expends to maintain or repair the *SCMs* or to correct any operational deficiencies. Failure to pay the Town all of its expended costs, after forty-five days written notice, shall constitute a breach of the agreement. In the case of deficiency, the Town shall thereafter be entitled to bring an action against the association and its members to pay, or foreclose upon the lien hereby authorized by the agreement against the property, or both. Interest, collection costs, and attorney fees shall be added to the recovery.
- (7) A statement that this agreement shall not obligate the Town to maintain or repair any *SCMs*, and the Town shall not be liable to any person for the condition or operation of *SCMs*.
- (8) A statement that this agreement shall not in any way diminish, limit, or restrict the right of the Town to enforce any of its ordinances as authorized by law.
- (9) A provision indemnifying and holding harmless the Town for any costs and injuries arising from or related to the *SCM*, unless the Town has agreed in writing to assume the maintenance responsibility for the BMP and has accepted dedication of any and all rights necessary to carry out that maintenance.

403 INSPECTION PROGRAM

Inspections and inspection programs by the Town may be conducted or established on any reasonable basis, including but not limited to routine inspections; random inspections; inspections based upon complaints or other notice of possible violations; and joint inspections with other agencies inspecting under environmental or safety laws. Inspections may include, but are not limited to, reviewing maintenance and repair records; sampling discharges, surface water, groundwater, and material or water in BMPs; and evaluating the condition of BMPs.

If the *owner* or occupant of any property refuses to permit such inspection, the Stormwater Administrator shall proceed to obtain an administrative search warrant

pursuant to G.S. 15-27.2 or its successor. No person shall obstruct, hamper or interfere with the Stormwater Administrator while carrying out his or her official duties.

404 **PERFORMANCE SECURITY FOR INSTALLATION AND MAINTENANCE**

(A) May Be Required

The Town, at its discretion, may require the submittal of a performance security or bond with surety, cash escrow, letter of credit or other acceptable legal arrangement prior to issuance of a permit in order to ensure that the *SCMs* are

(1) installed by the permit holder as required by the approved stormwater management plan, and/or

(2) maintained by the *owner* as required by the operation and maintenance agreement.

(B) Amount

(1) Installation

The amount of an installation performance security shall be the total estimated construction cost of the BMPs approved under the permit, plus 25%.

(2) Maintenance

The amount of a maintenance performance security shall be the present value of an annuity of perpetual duration based on a reasonable estimate of the annual cost of inspection, operation and maintenance of the BMPs approved under the permit, at a discount rate that reflects the jurisdiction's cost of borrowing minus a reasonable estimate of long-term inflation.

(C) Uses of Performance Security

(1) Forfeiture Provisions

The performance security shall contain forfeiture provisions for failure, after proper notice, to complete work within the time specified, or to initiate or maintain any actions which may be required of the applicant or *owner* in accordance with this Ordinance, approvals issued pursuant to this Ordinance, or an operation and maintenance agreement established pursuant to this Ordinance.

(2) Default

Upon default of the *owner* to construct, maintain, repair and, if necessary, reconstruct any *SCMs* in accordance with the applicable permit or operation and maintenance agreement, the Stormwater Administrator shall obtain and use all or any portion of the security to make necessary improvements based on an engineering estimate. Such expenditure of funds shall only be made after requesting the *owner* to comply with the permit or maintenance agreement. In

the event of a default triggering the use of installation performance security, the Town shall not return any of the unused deposited cash funds or other security, which shall be retained for maintenance.

(3) Costs in Excess of Performance Security

If the Town takes action upon such failure by the applicant or *owner*, the Town may collect from the applicant or *owner* the difference between the amount of the reasonable cost of such action and the amount of the security held, in addition to any other penalties or damages due.

(4) Refund

Within sixty days of the final approval, the installation performance security shall be refunded to the applicant or terminated, except any amount attributable to the cost (plus 25%) of landscaping installation and ongoing maintenance associated with the BMPs covered by the security. Any such landscaping shall be inspected one (1) year after installation with replacement for compliance with the approved plans and specifications and, if in compliance, the portion of the financial security attributable to landscaping shall be released.

405 NOTICE TO OWNERS

(A) Deed Recordation and Indications On Plat

The applicable operations and maintenance agreement pertaining to every *SCMs* shall be referenced on the final plat and shall be recorded with the county Register of Deeds upon final plat approval. If no subdivision plat is recorded for the site, then the operations and maintenance agreement shall be recorded with the county Register of Deeds to appear in the chain of title of all subsequent purchasers under generally accepted searching principles.

406 RECORDS OF INSTALLATION AND MAINTENANCE ACTIVITIES

The *owner* of each *SCM* shall keep records of inspections, maintenance, and repairs for at least five years from the date of creation of the record and shall submit the same upon reasonable request to the Stormwater Administrator.

407 NUISANCE

The *owner* of each *SCM* or stormwater management practices shall maintain it so as not to create or result in a nuisance condition, such as but not limited to flooding, erosion, excessive algal growth, overgrown vegetation, mosquito breeding habitat, existence of unsightly debris, or impairments to public safety and health.

SECTION 5: ENFORCEMENT AND VIOLATIONS

501 GENERAL

(A) Authority to Enforce

The provisions of this Ordinance shall be enforced by the Stormwater Administrator, his or her designee, or any authorized agent of the Town. Whenever this section refers to the Stormwater Administrator, it includes his or her designee as well as any authorized agent of the Town.

(B) Violation Unlawful

Any failure to comply with an applicable requirement, prohibition, standard, or limitation imposed by this Ordinance, or the terms or conditions of any permit or other *development* approval or authorization granted pursuant to this Ordinance, is unlawful and shall constitute a violation of this Ordinance.

(C) Each Day a Separate Offense

Each day that a violation continues shall constitute a separate and distinct violation or offense.

(D) Responsible Persons/Entities

Any person who erects, constructs, reconstructs, alters (whether actively or passively), or fails to erect, construct, reconstruct, alter, repair or maintain any structure, BMP, practice, or condition in violation of this Ordinance shall be subject to the remedies, penalties, and/or enforcement actions in accordance with this section. Persons subject to the remedies and penalties set forth herein may include any architect, engineer, builder, contractor, developer, agency, or any other person who participates in, assists, directs, creates, causes, or maintains a condition that results in or constitutes a violation of this Ordinance, or fails to take appropriate action, so that a violation of this Ordinance results or persists; or an *owner*, any tenant or occupant, or any other person, who has control over, or responsibility for, the use or *development* of the property on which the violation occurs.

For the purposes of this article, responsible person(s) shall include but not be limited to:

(1) Person Maintaining Condition Resulting In or Constituting Violation

An architect, engineer, builder, contractor, developer, agency, or any other person who participates in, assists, directs, creates, causes, or maintains a condition that constitutes a violation of this Ordinance, or fails to take appropriate action, so that a violation of this Ordinance results or persists.

(2) Responsibility For Land or Use of Land

The *owner* of the land on which the violation occurs, any tenant or occupant of the property, any person who is responsible for stormwater controls or

practices pursuant to a private agreement or public document, or any person, who has control over, or responsibility for, the use, *development* of the property.

502 REMEDIES AND PENALTIES

The remedies and penalties provided for violations of this Ordinance, whether civil or criminal, shall be cumulative and in addition to any other remedy provided by law, and may be exercised in any order.

(A) Remedies

(1) Withholding of Certificate of Occupancy

The Stormwater Administrator or other authorized agent may refuse to issue a certificate of occupancy for the building or other improvements constructed or being constructed on the site and served by the stormwater practices in question until the applicant or other responsible person has taken the remedial measures set forth in the notice of violation or has otherwise cured the violations described therein.

(2) Disapproval of Subsequent Permits and Development Approvals

As long as a violation of this Ordinance continues and remains uncorrected, the Stormwater Administrator or other authorized agent may withhold, and the Town may disapprove, any request for permit or *development* approval or authorization provided for by this Ordinance for the land on which the violation occurs.

(3) Injunction, Abatements, etc.

The Stormwater Administrator, with the written authorization of the Town, may institute an action in a court of competent jurisdiction for a mandatory or prohibitory injunction and order of abatement to correct a violation of this Ordinance. Any person violating this Ordinance shall be subject to the full range of equitable remedies provided in the General Statutes or at common law.

(4) Correction as Public Health Nuisance, Costs as Lien, etc.

If the violation is deemed dangerous or prejudicial to the public health or public safety and is within the geographic limits prescribed by North Carolina G.S. § 160A-193, the Stormwater Administrator, with the written authorization of the Town, may cause the violation to be corrected and the costs to be assessed as a lien against the property.

(5) Stop Work Order

The Stormwater Administrator may issue a stop work order to the person(s) violating this Ordinance. The stop work order shall remain in effect until the person has taken the remedial measures set forth in the notice of violation or has otherwise cured the violation or violations described therein. The stop work order may be withdrawn or modified to enable the person to take the necessary remedial measures to cure such violation or violations.

(B) Civil Penalties

Violation of this Ordinance may subject the violator to a civil penalty to be recovered in a civil action in the nature of a debt if the violator does not pay the penalty within 30 days after notice of the violation is issued by the Stormwater Administrator. Civil penalties may be assessed up to the full amount of penalty to which the Town is subject for violations of its Phase II Stormwater permit.

(C) Criminal Penalties

Violation of this Ordinance may be enforced as a misdemeanor subject to the maximum fine permissible under North Carolina law.

503 PROCEDURES

(A) Initiation/Complaint

Whenever a violation of this Ordinance occurs, or is alleged to have occurred, any person may file a written complaint. Such complaint shall state fully the alleged violation and the basis thereof, and shall be filed with the Stormwater Administrator, who shall record the complaint. The complaint shall be investigated promptly by the Stormwater Administrator.

(B) Inspection

The Stormwater Administrator shall have the authority, upon presentation of proper credentials, to enter and inspect any land, building, structure, or premises to ensure compliance with this Ordinance.

(C) Notice of Violation and Order to Correct

When the Stormwater Administrator finds that any building, structure, or land is in violation of this Ordinance, the Stormwater Administrator shall notify, in writing, the property *owner* or other person violating this Ordinance. The notification shall indicate the nature of the violation, contain the address or other description of the site upon which the violation is occurring, order the necessary action to abate the violation, and give a deadline for correcting the violation. If civil penalties are to be assessed, the notice of violation shall also contain a statement of the civil penalties to be assessed, the time of their accrual, and the time within which they must be paid or be subject to collection as a debt.

The Stormwater Administrator may deliver the notice of violation and correction order personally, by certified or registered mail, return receipt requested, or by any means authorized for the service of documents by Rule 4 of the North Carolina Rules of Civil Procedure.

If a violation is not corrected within a reasonable period, as provided in the notification, the Stormwater Administrator may take appropriate action under this Ordinance to correct and abate the violation and to ensure compliance with this Ordinance.

(D) Extension of Time

A person who receives a notice of violation and correction order, or the *owner* of the land on which the violation occurs, may submit to the Stormwater Administrator a written request for an extension of time for correction of the violation. On determining that the request includes enough information to show that the violation cannot be corrected within the specified time limit for reasons beyond the control of the person requesting the extension, the Stormwater Administrator may extend the time limit as is reasonably necessary to allow timely correction of the violation, up to, but not exceeding ten (10) days. The Stormwater Administrator may grant five (5)-day extensions in addition to the foregoing extension if the violation cannot be corrected within the permitted time due to circumstances beyond the control of the person violating this Ordinance. The Stormwater Administrator may grant an extension only by written notice of extension. The notice of extension shall state the date prior to which correction must be made, after which the violator will be subject to the penalties described in the notice of violation and correction order.

(E) Enforcement After Time to Correct

After the time has expired to correct a violation, including any extension(s) if authorized by the Stormwater Administrator, the Stormwater Administrator shall determine if the violation is corrected. If the violation is not corrected, the Stormwater Administrator may act to impose one or more of the remedies and penalties authorized by this Ordinance.

(F) Emergency Enforcement

If delay in correcting a violation would seriously threaten the effective enforcement of this Ordinance or pose an immediate danger to the public health, safety, or welfare, then the Stormwater Administrator may order the immediate cessation of a violation. Any person so ordered shall cease any violation immediately. The Stormwater Administrator may seek immediate enforcement, without prior written notice, through any remedy or penalty authorized by this article.

SECTION 6: DEFINITIONS

601 TERMS DEFINED

When used in this Ordinance, the following words and terms shall have the meaning set forth in this section, unless other provisions of this Ordinance specifically indicate otherwise.

1-year, 24-hour storm

The surface runoff resulting from a 24-hour rainfall intensity expected to be equaled or exceeded, on average, once in 12 months and with duration of 24 hours.

10-year, 24-hour storm

The surface runoff resulting from a 24-hour rainfall intensity expected to be equaled or exceeded, on average, 1 in 10 chances in 12 months and with duration of 24 hours.

Built-upon area (BUA)

That portion of a *development* project that is covered by impervious or partially impervious surface to the extent that the partially impervious surface does not allow water to infiltrate through the surface to the subsoil. *Built-upon area* includes but is not limited to, buildings; pavement and gravel areas such as roads, parking lots, and paths; and recreation facilities such as tennis courts. *Built-upon area* does not include a slatted deck, the water area of a swimming pool, a surface of number 57 stone, as designated by the American Society of Testing and Materials, laid at least four inches thick over a geotextile fabric, or a trail as defined in G.S. 113A-85 that is either unpaved or paved as long as the pavement is porous with a hydraulic conductivity greater than 0.001 centimeters per second (1.41 inches per hour).

Curb Outlet System

Constructed curb and gutter with breaks or other outlets used to convey stormwater runoff to vegetated conveyances or other vegetated areas.

Department

The North Carolina Department of Environmental Quality.

Design Manual

A single document or manual or collection of documents and manuals referenced by the Town containing policy, criteria, and information, including technical specifications and standards, for designing and operating *SCMs* and any conveyances, appurtenances, or other structures to or from the BMP. All references herein to the *Design Manual* are to the latest published edition or revision.

Development

Any land-disturbing activity that increases the amount of *built-upon area* or that otherwise decreases the infiltration of precipitation into the subsoil. When additional development occurs at a site that has existing development, the built-upon area of the existing development shall not be included in the density calculations for additional stormwater control requirements, and stormwater control requirements cannot be applied retroactively to existing development, unless otherwise required by federal law.

Division

The Division of Energy, Mineral and Land Resources in the *Department*.

Future Service Area

The land area located in Cabarrus County that the Town of Harrisburg could potentially provide municipal services and governance to in the future. This Ordinance will be administered throughout. This area should not be confused with the municipal limits or the extra-territorial jurisdiction area of the Town.

Larger common plan of development or sale

Any area where multiple separate and distinct construction or land-disturbing activities will occur under one plan. A plan is any announcement or piece of documentation (including but not limited to a sign, public notice or hearing, sales pitch, advertisement, loan application, drawing, permit application, zoning request, or computer design) or physical demarcation (including but not limited to boundary signs, lot stakes, or surveyor markings) indicating that construction activities may occur on a specific plot.

Owner

The legal or beneficial owner of land, including but not limited to a mortgagee or vendee in possession, receiver, executor, trustee, or long-term or commercial lessee, or any other person or entity holding proprietary rights in the property or having legal power of management and control of the property. Owner shall include long-term commercial tenants; management entities, such as those charged with or engaged in the management of properties for profit; and every person or entity having joint ownership of the property. A secured lender not in possession of the property does not constitute an owner, unless the secured lender is included within the meaning of owner under another description in this definition, such as a management entity.

Project

Means the proposed *development* activity for which an applicant is seeking a stormwater permit from the state or other entity in accordance with this Section. "Project" shall exclude any land adjacent to the area disturbed by the project that has been counted as pervious by any other *development* regulated under a federal, State, or local stormwater regulation. Owners and developers of large developments consisting of many linked projects may consider developing a master plan that illustrates how each project fits into the design of the large *development*.

Project Area

Disturbed area of the development. Area that encompasses active open space, buildings or dwelling units, and street right of way.

Redevelopment

Any land-disturbing activity that does not result in a net increase in built-upon area and that provides greater or equal stormwater control to that of the previous development.

Riparian

Of or pertaining to the landscape interface between an upland area and a flowing surface water body. Riparian areas exhibit their own significance in geography, particularly ecology and hydrology, which are significantly influenced by its relationship with the surface water body.

Runoff Treatment

Means by which the volume of stormwater runoff generated from all of the *built-upon area* of a *project* at build-out during a storm of the required storm depth is treated in one or more

primary *SCMs* or a combination of Primary and Secondary *SCMs* that provides equal or better treatment.

Runoff Volume Match

Means that the annual runoff volume after *development* shall not be more than ten percent higher than the annual runoff volume before *development*,

Sheet Flow

Conveyance of surface water or runoff at a depth significantly less than the width of the flow path on which it flows. Sheet flow is maintained until the flow begins to concentrate into rills or micro-channels. The purpose for sheet flow in regards to this Ordinance is that sheet flow maintains a lower energy and higher surface area of contact with the flow path than concentrated flow.

Stormwater Control Measures

Means a permanent structural device that is designed, constructed, and maintained to remove pollutants from stormwater runoff by promoting settling or filtration; or to mimic the natural hydrologic cycle by promoting infiltration, evapo-transpiration, post-filtration discharge, reuse of stormwater, or a combination thereof. Also known as SCM, Best Management Practice or BMP.

Substantial progress

For the purposes of determining whether sufficient progress has been made on an approved plan, one or more of the following construction activities toward the completion of a site or subdivision plan shall occur: obtaining a grading permit and conducting grading activity on a continuous basis and not discontinued for more than thirty (30) days; or installation and approval of on-site infrastructure; or obtaining a building permit for the construction and approval of a building foundation. Substantial progress for purposes of determining whether an approved plan is null and void is not necessarily the same as substantial expenditures used for determining vested rights pursuant to applicable law.

SECTION 7: ILLICIT DISCHARGES

701 ILLICIT DISCHARGES AND CONNECTIONS

(A) Illicit Discharges

No person shall cause or allow the discharge, emission, disposal, pouring, or pumping directly or indirectly to any stormwater conveyance, the waters of the State, or upon the land in manner and amount that the substance is likely to reach a stormwater conveyance or the waters of the State, any liquid, solid, gas, or other substance, other than stormwater.

(B) Non-Stormwater Discharges

Non-stormwater discharges associated with the following activities, as specified in 40 CFR 122.26, are allowed, provided that they do not significantly impact water quality:

- (1) Water line flushing;
- (2) Landscape irrigation;
- (3) Diverted stream flows;
- (4) Rising ground waters;
- (5) Uncontaminated ground water infiltration (as defined at 40 CFR 35.2005(20));
- (6) Uncontaminated pumped ground water;
- (7) Discharges from potable water sources;
- (8) Foundation drains;
- (9) Air conditioning condensation;
- (10) Irrigation water;
- (11) Springs;
- (12) Water from crawl space pumps;
- (13) Footing drains;
- (14) Lawn watering;
- (15) Individual residential and charity car washing;
- (16) Flows from *riparian* habitats and wetlands;
- (17) Dechlorinated swimming pool discharges;
- (18) Street wash water; and
- (19) Flows from firefighting activities

(19) Other non-stormwater discharges for which a valid NPDES discharge permit has been approved and issued by the State of North Carolina, and provided that any such discharges to the municipal separate storm sewer system shall be authorized by Town.

Prohibited substances include but are not limited to oil, anti-freeze, chemicals, animal waste, paints, garbage, and litter.

(C) Illicit Connections

(1) Connections to a stormwater conveyance or stormwater conveyance system that allow the discharge of non-stormwater, other than the exclusions described in subsection (A) above, are unlawful. Prohibited connections include, but are not limited to floor drains, wastewater from washing machines or sanitary sewers, wash water from commercial vehicle washing or steam cleaning, and wastewater from septic systems.

(2) Where such connections exist in violation of this section and said connections were made prior to the adoption of this provision or any other ordinance prohibiting such connections, the property *owner* or the person using said connection shall remove the connection within one year following the effective date of this Ordinance. However, the one-year grace period shall not apply to connections which may result in the discharge of hazardous materials or other discharges which pose an immediate threat to health and safety, or are likely to result in immediate injury and harm to real or personal property, natural resources, wildlife, or habitat.

(3) Where it is determined that said connection:

- a. May result in the discharge of hazardous materials or may pose an immediate threat to health and safety, or is likely to result in immediate injury and harm to real or personal property, natural resources, wildlife, or habitat, or
- b. Was made in violation of any applicable regulation or ordinance, other than this section;

The Stormwater Administrator shall designate the time within which the connection shall be removed. In setting the time limit for compliance, the Stormwater Administrator shall take into consideration:

1. The quantity and complexity of the work,
2. The consequences of delay,
3. The potential harm to the environment, to the public health, and to public and private property, and
4. The cost of remedying the damage.

(D) Spills

Spills or leaks of polluting substances released, discharged to, or having the potential to released or discharged to the stormwater conveyance system, shall be contained, controlled, collected, and properly disposed. All affected areas shall be restored to their preexisting condition.

Persons in control of the polluting substances immediately prior to their release or discharge, and persons owning the property on which the substances were released or discharged, shall immediately notify the Town's Fire Department of the release or discharge, as well as making any required notifications under state and federal law. Notification shall not relieve any person of any expenses related to the restoration, loss, damage, or any other liability, which may be incurred as a result of said spill or leak, nor shall such notification relieve any person from other liability that may be imposed by State or other law.

(E) Nuisance

When illicit discharges and illicit connections, which exist within the Town, are hereby found, deemed, and declared to be dangerous or prejudiced to the public health or public safety and are found, deemed, and declared to be public nuisances. Such public nuisances shall be abated in accordance with the procedures set forth in Chapter 920 of the Town's Code of Ordinances.

SECTION 8: PET WASTE ORDINANCE

702 PURPOSE

(A) Elimination of Pet Waste

An ordinance to establish requirements for the proper disposal of pet solid waste in the Town of Harrisburg, so as to protect the public health, safety and welfare, and to prescribe penalties for failure to comply.

(B) Definitions

For the purpose of this ordinance, the following terms, phrases, words and their derivations shall have the meanings stated herein unless their use in the text of this Chapter clearly demonstrates a different meaning. When not inconsistent with the context, words used in the present tense include the future, words used in the plural number include the singular number, and words used in the singular number include the plural number. The word “shall” is always mandatory and not merely directory.

Immediate – shall mean that the pet solid waste is removed at once, without delay.

Owner/Keeper – any person who shall possess, maintain, house or harbor any pet or otherwise have custody of any pet, whether or not the owner of such pet.

Person – any individual, corporation, company, partnership, firm, association, or political subdivision of this State subject to municipal jurisdiction.

Pet – a domesticated animal (other than a disability assistance animal) kept for amusement or companionship.

Pet solid waste – waste matter expelled from the bowels of the pet; excrement.

Proper disposal – placement in a designated waste receptacle, or other suitable container, and discarded in a refuse container which is regularly emptied by the municipality or some other refuse collector; or disposal into a system designed to convey domestic sewage for proper treatment and disposal.

(C) Requirements for Disposal

All pet owners and keepers are required to immediately and properly dispose of their pet’s solid waste deposited on any property, public or private, not owned or possessed by that person. Disposal of pet waste in the storm drains is prohibited.

(D) Exemptions

Any owner or keeper who requires the use of a disability assistance animal shall be exempt from the provisions of this section while such animal is being used for that purpose.

(E) Violations and Penalty

The Town hereby requires all Home Owners’ Associations and business to maintain a policy to eliminate improper pet waste disposal to be in compliance with their Stormwater

Management Permit. All new development applications shall include in the conditions of rezoning a condition that the Covenants, Conditions, and Restrictions of the HOA include a written pet waste policy, and shall be required by this ordinance to maintain pet waste stations throughout any new residential developments.

(F) Severability

Each section, subsection, sentence, clause and phrase of this Ordinance is declared to be an independent section, subsection, sentence, clause and phrase, and the finding or holding of any such portion of this Ordinance to be unconstitutional, void, or ineffective for any cause, or reason, shall not affect any other portion of this Ordinance.

(G) Effective Date

This ordinance shall be in full force and effect from and after its adoption and any publication as may be required by law.

Adopted this 13 day of September 2021, by the Town of Harrisburg.



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Approval of the Phase 1 ADA Facilities Transition Plan pertaining to Town-maintained Buildings, Streets, and Pedestrian Corridors

Presenting Personnel:

Robert Donham, Town Engineer

Suggested Motion or Action:

If approved, motion to adopt the Town's ADA Phase 1 Transition Plan pertaining to Town-maintained buildings, streets, and pedestrian corridors.

Description/Background:

In 2020, the Town consulted with Kimley Horn and Associates to develop a Phase 1 Transition plan to summarize the activities completed to-date related to ADA compliance and to create a roadmap for the Town of Harrisburg to update their ADA Transition Plan. Prioritization methodology for evaluating and implementing improvements was developed based on the applicable 2010 ADA Standards and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), and the details are provided in the document. The document provides recommendations for accessibility improvements for the Town of Harrisburg based on guidance from the Federal Highway Administration (FHWA) and U.S. Department of Justice (DOJ) to improve accessibility for the public.

The Town, in partnership with Kimley Horn, performed a self-evaluation and summary of findings to create a comprehensive overview of the facilities and identify physical barriers to individuals with disabilities. The Town maintains approximately 91 miles of sidewalk corridors, including pedestrian street and driveway crossings.

The Town recently passed the Fiscal Year 2022 Budget, which will incorporate \$100,000 per fiscal year to focus on improvements that have been classified as "high" priority according to this document, as updated periodically. Sidewalks will be removed and replaced to meet ADA standards, which will include constructing ramps within the maximum cross and running slopes, adding truncated domes at intersections and adding signage where necessary. The Town will utilize the report and data collected from resident feedback surveys to prioritize areas. The Town is working with several concrete vendors to negotiate ADA improvements for the pedestrian corridors which will begin this fall.

Recommendation:

Staff recommends adoption of the proposed Phase 1 ADA Facilities Transition Plan.

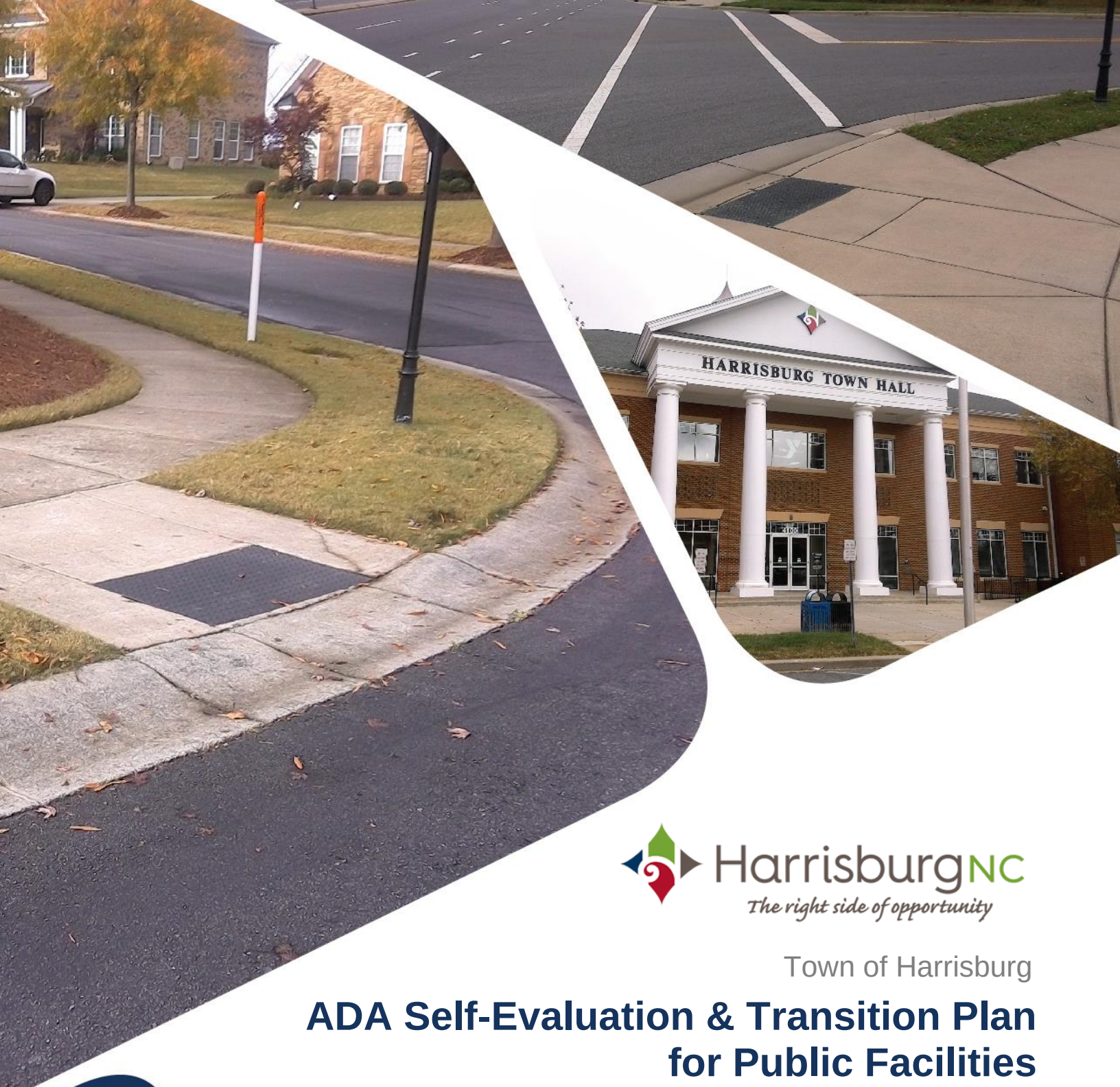
Fiscal Impact:

There is no fiscal impact resulting from adoption of the transition plan. The annual fiscal impact for budgeted improvements is \$100,000 per year but approval of contracts over \$50,000 to utilize that budget will be presented to Council separately in the future.

Attachments:

1. Harrisburg_ADA_Facilities_Transition_Plan_Final_20210819

2. 20210819_Harrisburg_ADA_Transition_Plan_Appendix



Town of Harrisburg

ADA Self-Evaluation & Transition Plan for Public Facilities

August 20, 2021

Prepared by:

Kimley»Horn

200 South Tryon Street

Suite 200

Charlotte, NC 28202

In Association with:



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Abbreviations

ADA – Americans with Disabilities Act

ADAAG – 2004 Americans with Disabilities Act Accessibility Guidelines

CFR – Code of Federal Regulations

CIP – Capital Improvement Program

DOJ – United States Department of Justice

FHWA – Federal Highway Administration

MUTCD – Manual on Uniform Traffic Control Devices

PROWAG – Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

1.0 Introduction

1.1 Purpose

The purpose of this Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan is to summarize the activities completed to-date related to ADA compliance and to create a roadmap for the Town of Harrisburg to update their ADA Transition Plan. Prioritization methodology for evaluating and implementing improvements was developed based on the applicable 2010 ADA Standards and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), and the details are provided in this document.

This document provides recommendations for accessibility improvements for the Town of Harrisburg based on guidance from the Federal Highway Administration (FHWA) and U.S. Department of Justice (DOJ) to improve accessibility for the public.

1.2 Town of Harrisburg ADA Transition Plan

The Town of Harrisburg is developing their Transition Plan in phases. This document contains information related to the Town's pedestrian facilities, including an inventory of Town-maintained facilities subject to ADA requirements, prioritization factors for improvements at Town facilities, and self-evaluation findings, compliance summaries, and estimated cost of improvements and potential funding sources for evaluated facilities.

The Town is developing a similar document that includes an overview of the ADA and Transition Plan requirements, a description and summary of public outreach efforts related to the Transition Plan, and information related to the Town's programs, services, and activities offered to the public.

Together, these documents form the overall Self-Evaluation and Transition Plan for the Town of Harrisburg.

1.2.1 ADA/504 Coordinator (Title II)

Under the ADA Title II, when a public entity has 50 or more employees based on an entity-wide employee total count, the entity is required to designate at least one (1) qualified responsible employee to coordinate compliance with ADA requirements. The name, office address, and telephone number of this individual must be available and advertised to employees and the public. This allows for someone to assist with questions and concerns regarding disability discrimination to be easily identified.

The Town of Harrisburg has appointed Tihisha Sharif as ADA/504 Coordinator for Title II. Below is her contact information.

Tihisha Sharif, PHR, SHRM-CP, ADA/504 Coordinator
Human Resources Director, Human Resources
4100 Main Street, Suite 101
Harrisburg, NC 28075
Office: 704-455-5614
HR@harrisburgnc.org

1.2.2 Public Notice Under the ADA

The ADA public notice requirement applies to all state and local governments covered by Title II, including entities with fewer than 50 employees. The target audience for the public notice includes applicants, beneficiaries, and other people interested in the entity's PSAs. This notice is required to include information regarding Title II of the ADA and how it applies to the PSAs of the public entity. Publishing and publicizing the ADA notice is not a one-time requirement. State and local government entities should provide the information on an ongoing basis, whenever necessary. The Department of Justice suggests including brief statements about:

- Employment;
- Effective communication;
- Making reasonable modifications to policies and programs;
- Not placing surcharges on modifications or auxiliary aids and services; and
- Filing complaints.

A Town of Harrisburg Public Notice Under the ADA was developed in November 2020. A copy of the Town's Public Notice Under the ADA is provided in **Appendix A** and is posted on the Town's website. Publicizing the ADA notice is not a one-time requirement, and the Town will provide the information on an ongoing basis, whenever necessary.

1.2.3 ADA Grievance Policy, Procedure, and Form with Appeals Process for the ADA (Title II)

Local governments with 50 or more employees are required to adopt and publish procedures for resolving grievances in a prompt and fair manner that may arise under Title II of the ADA. The purpose of the ADA grievance procedure is to provide a mechanism for the resolution of discrimination issues at the Town level, rather than require the complainant to resort to resolution at the federal level.

The Town of Harrisburg Title II ADA Grievance Policy, Procedure, and Form were developed in November 2020. Copies of the Town's Title II Grievance Procedure and Form are provided in **Appendix A** and are posted on the Town's website.

2.0 Self-Evaluation and Summary of Findings

The Town of Harrisburg's Facilities ADA Transition Plan reflects the results of a comprehensive review of the facilities that are available to the public. The review identifies physical barriers to individuals with disabilities interested in accessing the facilities offered by the Town.

2.1 Facilities Self-Evaluation Action Plan

The FHWA has provided guidance on the ADA Transition Plan process in their "INFORMATION AND ACTION: ADA Transition Plan Process" memo dated November 17, 2015 (see **Appendix B**). While this memo specifically addresses State Departments of Transportation, FHWA also recommends this guidance for local municipalities until municipality-specific guidance is developed by FHWA. The memo includes a checklist for elements to be included in an ADA Transition Plan and other ADA requirements that agencies must fulfill.

Items included in the FHWA checklist related to the public rights-of-way are:

- **Inventory of Barriers** (identification of physical obstacles)
 - Identify intersection information, including curb ramps and other associated accessibility elements.
 - Require an Action Plan to develop an inventory of sidewalks (slopes, obstructions, protruding objects, changes in level, etc.), signals (including accessible pedestrian signals), bus stops (bus pads), buildings, parking, rest areas (tourist areas, picnic areas, visitor centers, etc.), mixed use trails, linkages to transit.
 - Discuss jurisdictional issues/responsibilities for sidewalks.
- **Schedule**
 - Show a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short-term (planned capital improvement projects).
 - Show a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA.
 - Schedule should include prioritization information, planning, and investments directed at eliminating other identified barriers over time.
 - Dedicate resources to eliminate identified ADA deficiencies.
- **Implementation Methods**
 - Describe the methods that will be used to make the facilities accessible and include the governing standard (e.g., 2010 ADA Standards, 2011 PROWAG).

The Town of Harrisburg plans to evaluate all Town-owned and/or maintained facilities for compliance with the 2010 ADA Standards for Accessible Design and 2011 PROWAG.

2.2 Existing Facility Inventory

The first step in completing a Self-Evaluation Action Plan is understanding what facilities the Town is responsible for maintaining and where each of these facilities is located. The existing facility inventory includes Town-owned or maintained buildings, parks, signalized intersections, and sidewalk corridors. Inventories for signalized intersections and sidewalk corridors have been developed and are summarized in the following sections. The Town plans to complete the existing facility inventory for buildings and parks in a subsequent project phase.

2.2.1 Signalized Intersections

All signalized intersections within the Town of Harrisburg are owned or maintained by other agencies. Therefore, no signalized intersections have been documented in the Town's existing facility inventory.

2.2.2 Sidewalks

Using aerial imagery and existing inventory information, an updated GIS-based inventory of Town-maintained sidewalk corridors and cross street locations was developed in October 2020. Based on the inventory, the Town of Harrisburg maintains approximately 91 miles of sidewalk corridors, including pedestrian street and driveway crossings. There are 290 unsignalized cross street intersections and 162 intersections at driveways and alleys along the Town-maintained sidewalk corridors. PROWAG contains specific requirements related to locations where rail lines intersect a sidewalk corridor. Rail lines within the Town limits were reviewed, and there are no locations where Town-maintained sidewalk intersects an existing railroad crossing.

All Town-maintained pedestrian paths of travel will be evaluated for compliance with PROWAG based on the conditions and measurements along the pedestrian path of travel, which includes the sidewalk, curb ramps, pedestrian crossings at driveway openings, and pedestrian crossings at unsignalized intersections with cross streets. At intersections where existing sidewalk does not cross the curb and curb ramps are not installed, no evaluations are needed. Locations where curb ramps are missing, but are required, will also be identified and included in the Transition Plan.

The ADA of 1990, Section 35.150, Existing Facilities, requires that the Transition Plan include a schedule for providing curb ramps or other sloped area at existing pedestrian walkways, which applies to all facilities constructed prior to 1992. For any sidewalk installations constructed from 1992 to March 15, 2012, the curb ramps should have been installed as part of the sidewalk construction project per the 1991 Standards for Accessible Design, Section 4.7 Curb Ramp, which states, "curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb." For sidewalk installations constructed on or after March 15, 2012, similar guidance is provided in the 2010 Standards for Accessible Design, Section 35.151 of 28 CFR Part 35, New Construction and Alterations, which states, "newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped area at any intersection having curb or other sloped area at intersections to streets, roads, or highways." A map of the sidewalk corridors to be evaluated for compliance is included in **Appendix C**.

2.2.3 Facility Inventory Summary

Based on the completed inventory, the Town has identified the following facilities for evaluation:

- 91 miles of sidewalk; and
- 290 unsignalized intersections and 162 driveways along the sidewalk corridors.

2.3 Self-Evaluation Action Plan

The second step in completing a Self-Evaluation is developing an Action Plan to evaluate all existing buildings, parks, sidewalk corridors and associated curb ramps and pedestrian crossings based on the 2010 ADA Standards for Accessible Design and the most recent version of PROWAG. This Action Plan will include the identification of evaluation criteria, the development of evaluation methodology and reporting output, and a schedule to complete the evaluations. Best practices for each of these items are detailed in the following sections. Once an Action Plan for the next project phase has been developed, the Town will continue with the facility Self-Evaluations.

Evaluation Criteria

For each facility type, the following elements will be evaluated for consistency with 2010 ADA Standards for Accessible Design, PROWAG, and the 2009 MUTCD, where incorporated into PROWAG by reference.

Evaluation Methodology

Several technologies are currently available to aid in the data collection process. At a minimum, the equipment used to collect the data will be capable of the following:

- Measuring slopes to the nearest tenth of a percent;
- Measuring sidewalk, curb ramp, and crosswalk dimensions to the nearest inch;
- Measuring cross street widths, driveway widths, and sidewalk segment lengths to the nearest foot;
- Isolating the measurements for each element listed in the 2010 ADA Standards for Accessible Design, PROWAG, and the 2009 MUTCD; and
- Output should be available in GIS shapefile format with geospatially referenced photos of evaluated elements.

Reporting Capabilities

When selecting a technology to aid with data collection, the Town should consider whether a reporting system has been developed to process the raw data. For the data to be readily usable by the Town for developing their agency-wide ADA Transition Plan, the reporting system will provide the following output:

- Compliance status of each element evaluated based on the 2010 Standards for Accessible Design, and PROWAG;
- Recommended improvement to remove any barriers and bring the element into compliance;
- Estimated cost of recommended improvement; and
- Prioritization of the individual facility, independent of other locations of the same facility type.

The Town should also establish a working database that will allow staff to track and monitor progress as projects are implemented and barriers are removed. The database will also allow staff to periodically track progress by facility type, which could be used in support of any mobility related performance metrics.

The proposed database will incorporate existing Town programs that assist in the implementation of ADA improvements, including:

- Bringing required elements into ADA compliance during road reconstructions and widenings;
- Bringing required elements into ADA compliance as new developments are constructed;
- Reviewing design plans for all new facilities to ensure ADA required elements are included and designed to meet the ADA standards; and
- Inspecting all new construction to ensure facilities were built per the design plans.

Monitoring progress can be accomplished in a variety of ways. Town staff will collaborate to understand what project information should be integrated with the database to help maintain the Transition Plan.

Reporting Capabilities: Completed Actions

As part of this project, the Town has established a working database built around ArcGIS where information related to their maintained facilities is stored. As facility evaluations are scheduled or completed, the ADA/504 Coordinator will coordinate with the Town department performing the evaluations to ensure that any outcomes are incorporated into the ArcGIS database structure.

Phased Self-Evaluation Approach

The deadline set by DOJ to complete a Town-wide ADA Transition Plan, including the Self-Evaluations, was January 26, 1992. Therefore, the Self-Evaluation of existing facilities should be completed as soon as practical. The DOJ does not have any requirements or guidelines on how to prioritize which facilities should be evaluated first if the Town plans to phase the data collection over time. Ultimately, all facilities must be evaluated as part of an agency's overall ADA Transition Plan.

However, minimizing risk for litigation and risk for pedestrians should be the goal when determining the order in which to evaluate facilities. Several factors can increase risk at a location, including:

- **Number of existing complaints** – Locations with complaints identified by the public as problem areas should be evaluated as soon as possible to determine if the complaints are valid.
- **Proximity to pedestrian attractors** – Locations near pedestrian attractors (e.g., hospitals, retirement facilities, medical offices, parking garages, major employers, disability service providers, event facilities, bus or transit stop/routes, schools, government and public facilities, parks, libraries, and churches) are more likely to have a higher risk compared to those locations without pedestrian attractors.
- **Proximity to residential areas** – Locations phased near residential areas are more likely to have a higher risk than those locations adjacent to industrial areas where pedestrians are less likely to travel.
- **Number of crashes** – Locations with pedestrian-related crashes should be evaluated to determine if there is a design reason for the crashes.
- **Age of facility** – Facilities constructed after July 26, 1991 are a higher risk than those constructed before the *1991 Standards for Accessible Design* (SAD) were published. The facilities constructed after July 26, 1991 were constructed out of compliance since the standards were in place at the time of construction. Facilities constructed before July 26, 1991 are a lower risk because the standards were not in place at the time of construction.
- **Roadway functional classification** – Arterials typically have higher pedestrian activity than local roadways and may be a higher risk.
- **Pedestrian/vehicle volumes** – Higher pedestrian/vehicle volume roadways are more likely to have higher risk than lower volume pedestrian/vehicle roadways. Pedestrian volumes may be quantified using indicators such as number of pedestrian actuations at signalized intersections.
- **Existing sidewalks** – The ADA does not require sidewalks to be installed, but existing sidewalks must be compliant, and the accessible route must be maintained in an accessible condition. Locations with existing sidewalks are a higher risk than locations without existing sidewalks.
- **Public input** – Receiving and taking into consideration feedback from the public to better understand their concerns is recommended. While formal complaints may not have been filed, areas of concern to the public are more likely to have a higher risk for litigation if an issue exists and the Town does not respond and/or doesn't make any improvements.

Other factors to consider include:

- **Spatial distribution of facilities** – Selecting facilities to be evaluated evenly across different areas of the Town or Council districts might be more well-received by the public, assuming all the risk factors above are equal.
- **Facility type** – Selecting a variety of different facilities to be evaluated during each phase, instead of all of the same facility type, may provide a better understanding of your high-risk areas. If the sidewalks evaluated are determined to be mostly compliant and the curb ramps evaluated are determined to be mostly non-compliant, the Town may want to consider including a higher percentage of curb ramps during the next phase of evaluations.

Upcoming Capital Improvement Projects (CIPs) – If curb ramps will be completely removed and replaced as part of an upcoming project, the ADA compliance of the new construction should be confirmed during construction inspections and resources would be better spent evaluating curb ramps that are not planned for reconstruction.

The final step is to execute the Self-Evaluation Action Plan. The Action Plan may be modified as needed during and in between Self-Evaluation phases to account for lessons learned or budget changes.

2.4 Schedule and Implementation Methods

The Town plans to phase the Self-Evaluation of remaining facilities and the implementation of improvements to facilities over the next ten fiscal years, with an anticipated budget amount of \$100,000 per fiscal year. This funding has already been approved in the Town's fiscal year 2022 budget, and the Town plans to focus on improvements that have been classified as "High" and "Medium" priorities as described in **Section 2.5 Prioritization**.

After the Self-Evaluation is complete, possible solutions have been identified, and cost estimates have been determined for each improvement, the implementation plan for improvements will be refined. Depending on the estimated cost of improvements, a typical implementation plan for a Town the size of the Harrisburg can range from 5 to 20 years. The implementation plan shows both a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short-term (planned capital improvement projects) and a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA. The implementation plan also includes prioritization information, planning, and investments directed at eliminating other identified barriers over time.

To aid in the development of the implementation plan, prioritization information has been provided for each facility with identified compliance issues. **Table 1** provides the prioritization criteria for evaluated buildings, and this prioritization schedule can also be applied to parks evaluated in the future. **Table 2** unsignalized intersection curb ramps. **Table 3** provides the prioritization schedule for the evaluated sidewalk corridors. All compliance elements included in the prioritization schedule are based on requirements from the 2010 ADA Standards for Accessible Design and PROWAG. While every effort will be made to design and implement improvements to be consistent with these standards, the Town will provide access to the maximum extent feasible where full compliance is technically infeasible. Priorities were assigned based on DOJ priorities for facility access, previous project experience, and case law with respect to the severity of non-compliance. FHWA and DOJ have not provided any guidance on how to prioritize issues, only that prioritization information should be included as part of the schedule; however, best practices suggest that the prioritization methodology and resulting thresholds be first based on the severity of non-compliance (i.e., dangerous condition) and then second based on the barrier's proximity to pedestrian attractors (e.g., adjacent to a hospital or governmental facility with high daily pedestrian traffic). Since raw data is recommended to be collected during the Self-Evaluation, all data needed for prioritization should already be contained in the database

except for known complaints and proximity to pedestrian attractors. To streamline the prioritization of each facility, the proximity to pedestrian attractors is recommended to be collected when the elements contained within the 2010 ADA Standards for Accessible Design and PROWAG are evaluated.

Building facilities include the building interior, accessible parking, and path of travel into the building. Sidewalk corridors include the pedestrian path of travel along existing sidewalk segments (including driveways) and their associated curb ramps. When prioritizing a sidewalk corridor, priorities for the entire pedestrian path of travel should be reported together. It should also be noted that sidewalks are not required by the ADA, but if they are installed, sidewalks must be compliant. Therefore, missing sidewalk segments are given a low priority.

To determine the priority for each facility, the raw data is compared to the criteria in **Tables 1, 2 and 3**. To do this, start at Priority 1 and determine if any of the criteria apply. If yes, assign the facility a priority of 1. If no, move to Priority 2 and determine if any of the criteria apply. This process will be repeated until a priority has been assigned to all evaluated facilities and sidewalk corridor segments.

2.5 Prioritization

The following sections outline the prioritization factors and results of the prioritization for buildings, sidewalks and unsignalized intersections. Each facility type has a different set of parameters to establish the prioritization for improvements. These prioritization factors were taken into consideration when developing the implementation plan for the proposed improvements.

2.5.1 Prioritization Factors for Facilities

The Town Hall building was prioritized on a 12-point scale, which is defined in **Table 1**. This prioritization methodology was developed by the Consultant Team to aid the Town in determining how the building should be prioritized for improvements based on the severity of non-compliance with ADA.

Unsignalized intersections were prioritized on a 13-point scale, which is defined in **Table 2**. This prioritization methodology was developed by the Consultant Team to aid the Town in determining which unsignalized intersections should be prioritized for improvements over other unsignalized intersections based on the severity of non-compliance with ADA.

Sidewalk corridors were prioritized on a 3-point scale and were given a priority of either “High”, “Medium”, “Low” based on the severity of non-compliance, which is defined in **Table 3**. Compliant segments of the sidewalk corridor were given a priority label of “Compliant”.

Table 1. Prioritization Factors for Buildings

Priority	Criteria
1 (high)	Complaint known or imminent danger present
2 (high)	• Element is more than twice the allowable requirement. No known complaint. • AND (for exterior conditions) location is near a hospital, school, transit stop, government building, or other pedestrian attractor.
3 (high)	• Element is more than twice the allowable requirement. No known complaint. • AND (for exterior conditions) location is not near a hospital, school, transit stop, government building, or other pedestrian attractor.
4 (high)	Issues with parking or exterior conditions (DOJ level 1) – moderately out of compliance
5 (medium)	Issues with access to goods and services (DOJ level 2) – severely out of compliance
6 (medium)	Issues with: • Access to goods and services (DOJ level 2) – moderately out of compliance; • Parking or exterior conditions (DOJ level 1) – minimally out of compliance; OR • Restrooms (DOJ level 3) – severely out of compliance
7 (medium)	Issues with: • Access to goods and services (DOJ level 2) – minimally out of compliance; • Restrooms (DOJ level 3) – moderately out of compliance; OR • Drinking fountains or public phones (DOJ level 4 & 5) – severely out of compliance
8 (medium)	Issues with drinking fountains or public phones (DOJ level 4 & 5) – moderately out of compliance
9 (low)	Issues with restrooms (DOJ level 3) – minimally out of compliance
10 (low)	Issues with drinking fountains or public phones (DOJ level 4 & 5) – minimally out of compliance
11 (low)	• Client is a Title II agency; AND • Elements out of compliance, but may be able to be handled programmatically or do not need to be handled unless or until the agency hires a person with a disability
12 (low)	Element is fully compliant with an older standard (safe-harbored), but will need to be brought into compliance with current standards if altered

Table 2. Prioritization Factors for Unsignalized Intersections

Priority	Criteria
1 (high)	Complaint filed on curb ramp or intersection or known accident/injury at site
2 (high)	Existing curb ramp with any of the following conditions: • Running slope > 12% • Cross slope > 7% • Obstruction to or in the curb ramp or landing • Level change > ¼ inch at the bottom of the curb ramp • No detectable warnings AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
3 (high)	• No curb ramp where sidewalk or pedestrian path exists AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
4 (high)	No curb ramps, but striped crosswalk exists
5 (medium)	Existing curb ramp with any of the following conditions: • Running slope > 12% • Cross slope > 7% • Obstruction to or in the curb ramp or landing • Level change > ¼ inch at the bottom of the curb ramp • No detectable warnings AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
6 (medium)	• No curb ramp where sidewalk or pedestrian path exists AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
7 (medium)	Existing diagonal curb ramp (serving both crossing directions on the corner) is non-compliant and should be replaced with two curb ramps, one serving each crossing direction on the corner.
8 (medium)	Existing curb ramp with any of the following conditions: • Cross slope > 5% • Width < 36 inches • Median/island crossings that are inaccessible
9 (low)	Existing curb ramp with either running slope between 8.3% and 11.9% or insufficient turning space
10 (low)	Existing diagonal curb ramp without a 48-inch extension into the crosswalk
11 (low)	Existing pedestrian push button is not accessible from the sidewalk and/or curb ramp
12 (low)	Existing curb ramp with returned curbs where pedestrian travel across the curb is not protected
13 (low)	All other intersections not prioritized above

Table 3. Prioritization Factors for Sidewalk Corridors

Criteria	Priority		
	1 (high)	2 (medium)	3 (low)
Cross slope of sidewalk is greater than 2%	Value > 6.0%	6.0% ≥ Value > 4.0%	4.0% ≥ Value > 2.0%
Width of sidewalk is less than 48 inches	Value ≤ 36.0"	36.0" < Value ≤ 42.0"	42.0" < Value < 48.0"
Obstruction present along sidewalk	Obstruction – Permanent	Obstruction – Temporary	
Heaving, sinking, or cracking present on sidewalk	Heaving Sinking Cracking		
Ponding on sidewalk		Ponding	
Missing sidewalk			Missing Sidewalk
Signalized cross street cross slope is greater than 5%	Value > 9.0%	9.0% ≥ Value ≥ 7.0%	7.0% > Value > 5.0%
Unsignalized cross street cross slope is greater than 2%	Value > 6.0%	6.0% ≥ Value ≥ 4.0%	4.0% > Value > 2.0%
Cross street running slope is greater than 5%	Value > 7.0%	7.0% ≥ Value ≥ 6.0%	6.0% > Value > 5.0%
Driveway sidewalk width is less than 48 inches	Value ≤ 36.0"	36.0" < Value < 42.0"	42.0" < Value < 48.0"
Driveway (or sidewalk if applicable) cross slope is greater than 2%	Value > 6.0%	6.0% ≥ Value ≥ 4.0%	4.0% > Value > 2.0%
Driveway (or sidewalk if applicable) condition is poor or poor dangerous	Elevation change greater than 1/2 inch or gaps greater than 1 inch	Elevation change between 1/4 inch and 1/2 inch or gaps between 1/2 inch and 1 inch	

2.6 Facilities Review

2.6.1 Buildings

The Town of Harrisburg Town Hall, located at 4100 Main St, was evaluated and is shown on the map in **Appendix D**.

Building: Self-Evaluation Findings

Areas that were evaluated for the building included parking lots, path of travel from the parking lot to the building, access into the building, signage, drinking fountains, telephones, bathrooms, and counter heights. A complete list of issues is provided in the building facility report (see **Appendix E**). Common issues identified included:

- Non-compliant accessible parking
- Non-compliant exterior routes and amenities
- Non-compliant restrooms

Building: Possible Solutions

A complete list of possible solutions is provided in the building facility report (see **Appendix E**).

2.6.2 Sidewalk Corridors

The sidewalk corridor evaluations documented conditions and measurements along the pedestrian path of travel, which includes the sidewalk, curb ramps, pedestrian crossings at driveway openings, and pedestrian crossings at unsignalized intersections with cross streets. Approximately 23 miles of sidewalk were evaluated. The included sidewalk corridors were selected due to their high level of pedestrian activity as well as their proximity to pedestrian traffic generators. A map of the evaluated sidewalk corridors is provided in **Appendix D**.

Sidewalk Corridors: Self-Evaluation Findings

Common issues along the sidewalk corridors were vertical surface discontinuities that caused excessive level changes, ponding, permanent obstructions in the sidewalk such as power poles or utilities, temporary obstructions in the sidewalk or path of travel such as weeds and low hanging branches, excessive sidewalk cross slopes and excessive driveway cross slopes. Where excessive vegetation was present, field crews attempted to assess the condition of the underlying sidewalk. Where possible, the condition of the underlying sidewalk was recorded; however, the Town of Harrisburg may find additional issues with the sidewalk once the temporary obstruction is removed.

Common curb ramp issues at unsignalized intersections along the sidewalk corridors included missing detectable warning surfaces, excessive turning space (landing) cross and running slopes, excessive curb ramp cross slopes, and excessive flare cross slopes. A summary of the unsignalized intersection curb ramp issues is provided in **Table 4**. Non-compliant curb ramps, sidewalk, and pedestrian paths of travel along driveways and street crossings at unsignalized interactions were recommended to be removed and replaced.

The ADA of 1990, Section 35.150, Existing Facilities, requires that the Transition Plan include a schedule for providing curb ramps or other sloped area at existing pedestrian walkways, which applies to all facilities constructed prior to 1992. For any sidewalk installations constructed from 1992 to March 15, 2012, the curb ramps should have been installed as part of the sidewalk construction project per the 1991 Standards for Accessible Design, Section 4.7 Curb Ramps, which states, "curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb." For sidewalk installations constructed on or after March 15, 2012, similar guidance is provided in the 2010

Standards for Accessible Design, Section 35.151 of 28 CFR Part 35, New Construction and Alterations, which states, “newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped area at any intersection having curb or other sloped area at intersections to streets, roads, or highways.”

Sidewalk Corridors: Possible Solutions

To meet the federal requirements for curb ramp installations, the following recommendations were made:

- Where sidewalk leads up to the curb at an intersection, both parallel and perpendicular to the project corridor, two (2) directional curb ramps were recommended to be installed where geometry permitted. PROWAG requires two (2) directional curb ramps be installed during modifications unless there are existing physical constraints.
- Where sidewalk parallel to the project corridor leads up to the curb at a driveway, directional curbs ramps were recommended to be installed to serve the driveway crossing.
- Where diagonal curb ramps were installed with the intent to serve a side-street crossing only, receiving curb ramps are still required to be installed on the opposite side of the major street. However, an engineering study should be performed prior to the installation of the receiving curb ramps to determine if the major street crossing is safe to accommodate. If the engineering study determines the major street crossing is unsafe to accommodate, the existing diagonal curb ramps should be removed and replaced with directional curb ramps in addition to the other requirements noted in **Section 2.7 Federal Highway Administration (FHWA) Guidance on Closing Pedestrian Crossings**.

The following possible solutions were made to improve pedestrian safety and are incorporated into the unsignalized intersection and driveway reports. These improvements are based on engineering judgement but are not required by federal accessibility standards.

- For all existing, unmarked pedestrian street crossings at unsignalized intersections, the installation of crosswalk markings is recommended. The 2009 MUTCD states that on approaches controlled by STOP or YIELD signs, crosswalk markings should be installed where engineering judgement dictates markings are needed to provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches where traffic stops. Additionally, in conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.
- For pedestrian crossings across commercial driveways, detectable warning surfaces are recommended to be installed on curb ramps or sidewalk approaches on either side of the driveway. PROWAG states that detectable warning surfaces should not be provided at crossings of residential driveways since the pedestrian right-of-way continues across residential driveway aprons. However, where commercial driveways are provided with yield or stop control, detectable warning surfaces should be provided at the junction between the pedestrian route and the vehicular route.

A complete list of possible solutions can be found in the sidewalk and unsignalized intersection facility reports provided in **Appendix E**.

Table 4. Summary of Curb Ramp Issues at Unsignalized Intersections

Curb Ramp Element	Number Evaluated	Number Compliant	Percent Compliant
Detectable warning surface color contrasts with adjacent curb ramp surface	182	182	100%
Curb ramp turning space (landing) exists	398	396	99.5%
Curb ramp width $\geq 48''$	398	394	99.0%
Curbed sides are 90°	155	153	98.7%
48" crosswalk extension exists	147	144	98.0%
No ponding in curb ramp, turning space (landing), or flares	398	388	97.5%
No obstruction in curb ramp, turning space (landing), or flares	398	388	97.5%
Curb ramp does not have traversable sides	155	151	97.4%
Flush transition to roadway exists	398	364	91.5%
Curb ramp counter slope $\leq 5\%$	398	357	89.7%
Curb ramp lands in crosswalk	32	28	87.5%
Curb ramp running slope $\leq 8.3\%$	398	346	86.9%
Curb ramp present where curb ramp is needed	498	398	80%
Flare cross slope $\leq 10\%$	243	186	76.5%
Curb ramp turning space (landing) running slope $\leq 2\%$	396	216	54.5%
Curb ramp cross slope $\leq 2\%$	398	185	46.5%
Curb ramp turning space (landing) cross slope $\leq 2\%$	396	177	44.7%
Presence of detectable warning surface with correct placement	398	162	40.7%

Table 5 and **Table 6** provide summaries of the prioritization classifications for sidewalks and unsignalized intersections, respectively.

Table 5. Prioritization Summary for Sidewalk Corridors

Line type	Length (miles) by Priority				
	1 (high)	2 (medium)	3 (low)	Compliant	Total
Sidewalks	0.31	1.19	8.23	9.28	19.01
Driveways	0.15	0.40	1.21	1.21	2.97
Cross Streets	0.17	0.26	0.23	0.67	1.33
Total	0.63	1.85	9.67	11.16	23.31

Table 6. Prioritization Summary for Unsignalized Intersections

Priority	Number of Intersections
0 (compliant)	1
1 (high)	0
2 (high)	26
3 (high)	0
4 (high)	0
5 (medium)	82
6 (medium)	0
7 (medium)	15
8 (medium)	4
9 (low)	17
10 (low)	0
11 (low)	0
12 (low)	0
13 (low)	1
Total	146

2.7 FHWA Guidance on Closing Pedestrian Crossings

An alteration that decreases or has the effect of decreasing the accessibility of a facility below the requirements for new construction at the time of the alternation is prohibited. For example, the removal of an existing curb ramp or sidewalk (without equivalent replacement) is prohibited. However, the FHWA has indicated a crossing may be closed if an engineering study (performed by the Town and not included in the scope of this Transition Plan) determines the crossing is not safe for any user. The crossing should be closed by doing the following:

- A physical barrier is required to close a crossing at an intersection. FHWA has determined that a strip of grass between the sidewalk and the curb is acceptable as a physical barrier.
- A sign should be used to communicate the closure.

The agency wishing to close certain intersection crossings should have a reasonable and consistent policy on when to do so written in their Transition Plan or as a standalone document. If safety concerns are established by an engineering study, a pedestrian crossing should not be accommodated for any user. The Town of Harrisburg should also develop and implement a policy on how to close those crossings that are accommodated based on the existing conditions at the crossing location (e.g., existing sidewalk leading up to the curb in the direction of the crossing or existing curb ramp or crosswalk serving the crossing) but should not be due to safety concerns.

2.8 Conclusion

This document serves as the ADA Transition Plan for the Town of Harrisburg. In developing the Transition Plan, the following public facilities were review for ADA compliance:

- One (1) building – City Hall
- Approximately 23 miles of sidewalk and all unsignalized intersections and driveways along the sidewalk corridors

The possible solutions were prioritized, and an implementation plan was developed to provide guidance for the Town's improvement projects in the coming years. Public outreach was also conducted to aid in the development of the plan.

The Town is taking the actions referenced below and will continue to look for and remedy, barriers to access to ensure that Harrisburg citizens who are disabled are given access to the Town's facilities.

To confirm follow-up on corrective actions required under the Transition Plan, the Town will institute an ADA Action Log, documenting its efforts at compliance with the ADA. At a minimum, the Action Log will identify items that are not ADA compliant and will include anticipated completion dates. After the adoption of the Transition Plan by the governing body of the Town, the ADA Action Log will be updated on an annual basis. The ADA Action Log should be available upon request. See the ADA Action Log provided in **Appendix F**.

3.0 Facility Costs

3.1 Facilities Cost Projection Overview

To identify funding sources and develop a reasonable implementation schedule, cost projection summaries for only the facilities evaluated were developed for each facility type. To develop these summaries, recent bid tabulations from the North Carolina Department of Transportation (NCDOT) construction projects, along with Consultant Team experience with similar types of projects, were the basis for the unit prices used to calculate the improvement costs. An engineering design percentage (10%) was added to the subtotal to account for cost associated with the design of barrier-removal improvements. All costs are in 2020 dollars. **Table 7** provides a summary of the estimated costs to bring each facility into compliance.

Table 7. Summary of Facility Costs*

Facility Type	Priority			
	High	Medium	Low	Total
Buildings	\$10,200	\$26,400	\$8,000	\$44,600
Public Rights-of-Way Sidewalk	\$103,030	\$257,625	\$1,286,246	\$1,646,900
Public Rights-of-Way Unsignalized Intersections	\$235,700	\$1,339,000	\$89,600	\$1,664,300
Town Totals	\$348,930	\$1,623,025	\$1,383,846	\$3,355,800

* Table values are rounded for simplification

3.2 Implementation Schedule

Tables 8a and **8b** detail the barrier removal costs and proposed implementation schedule by facility type for all evaluated Town-owned facilities. This 10-year plan will serve as the implementation schedule for the Transition Plan, and then Town intends to use allocated funding to emphasize the removal of “High” and “Medium” priority barriers before the removal of “Low” priority barriers. The Town of Harrisburg reserves the right to change the barrier removal priorities on an ongoing basis to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, and changes in Town programs.

It is the intent of the Town to have its ADA Coordinator work together with department heads and budget staff to determine the funding sources for barrier removal projects. Once funding is identified, the ADA Coordinator will coordinate the placement of the projects in the CIP to be addressed on a fiscal year basis.

Table 8a. Building Implementation Schedule*

Facility Type	Estimated Cost	Implementation Schedule (years)	Approximate Annual Budget
Buildings	\$44,600	1	\$45,000
Total Annual Budget			\$45,000

*Table values are rounded for simplification

Table 8b. Building Implementation Schedule*

Facility Type	Estimated Cost	Implementation Schedule (years)	Approximate Annual Budget
Public Rights-of-Way Sidewalk	\$1,646,900	10	\$170,000
Public Rights-of-Way Unsignalized Intersections	\$1,664,300	10	\$170,000
Town Total	\$3,311,200		
Total Annual Budget			\$340,000

*Table values are rounded for simplification

3.3 Funding Opportunities

Several alternative funding sources are available to the Town to complete the improvements in this Transition Plan. The funding opportunities include applying for resources at the federal and state level, consideration of local options, and leveraging private resources. The following sections detail some different funding source options.

3.3.1 Federal and State Funding

Table 9 depicts the various types of federal and state funding available for the Town to apply for funding for various improvements. The following agencies and funding options are represented in the chart.

- BUILD – Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
- INFRA – Infrastructure for Rebuilding America Discretionary Grant Program
- TIFIA – Transportation Infrastructure Finance and Innovation Act (loans)
- FTA – Federal Transit Administration Capital Funds
- ATI – Associated Transit Improvement (1% set-aside of FTA)
- CMAQ – Congestion Mitigation and Air Quality Improvement Program
- HSIP – Highway Safety Improvement Program
- NHPP – National Highway Performance Program
- STBG – Surface Transportation Block Grant Program
- TA – Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
- RTP – Recreational Trails Program
- SRTS – Safe Routes to School Program / Activities
- PLAN – Statewide Planning and Research (SPR) or Metropolitan Planning funds
- NHTSA 405 – National Priority Safety Programs (Nonmotorized safety)
- FLTTP – Federal Lands and Tribal Transportation Programs

Most of these programs are competitive type grants; therefore, the Town is not guaranteed to receive these funds. It will be important for the Town to track these programs to apply for the funds. Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis.

Table 9. Funding Opportunities

ACTIVITY	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA	FLTP
Access enhancements to public transportation	X	X	X	X	X	X		X	X	X					X
ADA/504 Self-Evaluation / Transition Plan									X	X	X		X		X
Bus shelters and benches	X	X	X	X	X	X		X	X	X					X
Coordinator positions (state or local)						X			X	X		X			
Crosswalks (new or retrofit)	X	X	X	X	X	X	X	X	X	X	X	X			X
Curb cut and ramps	X	X	X	X	X	X	X	X	X	X	X	X			X
Paved shoulders for pedestrian use	X	X	X			X	X	X	X	X		X			X
Pedestrian plans				X					X	X		X	X		X
Recreational trails	X	X	X						X	X	X				X
Shared use paths / transportation trails	X	X	X	X	X	X	X	X	X	X	X	X			X
Sidewalk (new or retrofit)	X	X	X	X	X	X	X	X	X	X	X	X			X
Signs / signals / signal improvements	X	X	X	X	X	X	X	X	X	X		X			X
Signed pedestrian routes	X	X	X	X	X	X		X	X	X		X			X
Spot improvement programs	X	X	X	X			X	X	X	X	X	X			X
Stormwater impacts related to pedestrian projects	X	X	X	X	X		X	X	X	X	X	X			X
Trail bridges	X	X	X			X	X	X	X	X	X	X			X
Trail / highway intersections	X	X	X			X	X	X	X	X	X	X			X
Trailside and trailhead facilities	X	X	X						X	X	X				X
Training						X	X		X	X	X	X	X	X	
Tunnels / undercrossings for pedestrians	X	X	X	X	X	X	X	X	X	X	X	X			X

Adapted from FHWA Pedestrian and Bicycle Funding Opportunities, Revised August 9, 2018:
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

3.3.2 Local Funding

There are several local funding options for the Town to consider, including:

- Community Development Block Grants (CDBG)
- Community Improvement District (CID) – A geographically defined district in which commercial property owners vote to impose a self-tax. Funds are then collected by the taxing authority and given to a board of directors elected by the property owners.
- General fund (sales tax and bond issue)
- Scheduled/funded CIP projects that are funded through bonds
- Sidewalk or Access Improvement Fee
- Special tax districts – A district with the power to provide some governmental or quasi-governmental service and to raise revenue by taxation, special assessment, or charges for services.
- Tax Allocation District (TAD) – A defined area where real estate property tax monies gathered above a certain threshold for a certain period of time (typically 25 years) is to be used for a specified improvement. The funds raised from a TAD are placed in a tax-free bond (finance) where the money can continue to grow. These improvements are typically for revitalization and to complete redevelopment efforts.
- Tax Increment Financing District (TIF) – A TIF allows cities to create special districts and to make public improvements within those districts that will generate private-sector development. During the development period, the tax base is frozen at the predevelopment level. Property taxes continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development, or leverage future growth in the district.
- Transportation Reinvestment Zone
- Transportation User Fee / Street Maintenance Fee

3.3.3 Private Funding

Private funding may include local and national foundations, endowments, private development, and private individuals. While obtaining private funding to provide improvements along entire corridors might be difficult, it is important for the Town to require private developers to improve pedestrian facilities to current ADA requirements, whether it by new development or redevelopment of an existing property.

3.4 Next Steps

The Town will begin internal coordination to address the programmatic barriers identified in the Transition Plan.

The Town has developed a budget that includes the next 10 fiscal years. Projects identified in the ADA Transition Plan will be programmed within the 10-year budget based on the provided prioritization (see **Section 2.5 Prioritization**) and other factors determined by the Town, such as how barrier removal can be incorporated into existing Town projects identified for capital improvements.

The Town also intends to adopt 2011 PROWAG to enable Town enforcement of these guidelines throughout the design and construction process of pedestrian facilities in the public rights-of-way.

Appendix

Appendix A: Public Notice Under the ADA and Grievance Procedure

A1: Public Notice Under the ADA

A2: Title II Grievance Procedure

A3: Title II Grievance Form

Appendix B: Federal Highway Administration ADA Transition Plan Process Memo

Appendix C: Facility Inventory Maps

C1: Public Rights-of-Way Sidewalk Inventory

Appendix D: Evaluated Facility Maps

D1: Buildings

D2: Public Rights-of-Way Sidewalk Corridors

Appendix E: Facility Reports

E1: Buildings

E2: Public Rights-of-Way Sidewalk Corridors

E3: Public Rights-of-Way Unsignalized Intersections

Appendix F: ADA Action Log

Appendix

Appendix A: Public Notice Under the ADA and Grievance Procedure

A1: Public Notice Under the ADA

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A3: Title II Grievance Form

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Appendix C: Facility Inventory Maps

C1: Public Rights-of-Way Sidewalk Inventory

Appendix D: Evaluated Facility Maps

D1: Buildings

D2: Public Rights-of-Way Sidewalk Corridors

Appendix E: Facility Reports

E1: Buildings

E2: Public Rights-of-Way Sidewalk Corridors

E3: Public Rights-of-Way Unsignalized Intersections

Appendix F: ADA Action Log

Appendix A: Public Notice Under the ADA and Grievance Procedure

A1: Public Notice Under the ADA

A2: Title II Grievance Procedure

A3: Title II Grievance Form

TOWN OF HARRISBURG, NC NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the Town of Harrisburg will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: Town of Harrisburg does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: Town of Harrisburg will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Town of Harrisburg's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: Town of Harrisburg will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in Town of Harrisburg offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Town of Harrisburg, should contact the office of **Tihisha Sharif, ADA/504 Coordinator at 704-455-5614 or HR@harrisburgnc.org** as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Town of Harrisburg to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the Town of Harrisburg is not accessible to persons with disabilities should be directed to **Tihisha Sharif, ADA/504 Coordinator at 704-455-5614 or HR@harrisburgnc.org**.

Town of Harrisburg will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

TOWN OF HARRISBURG, NC TITLE II GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the Town of Harrisburg. The Town's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

**Tihisha Sharif, ADA/504 Coordinator
Director
Human Resources
4100 Main Street, Suite 101
Harrisburg, NC 28075
Office: 704-455-5614
NC Relay: 7-1-1
HR@harrisburgnc.org**

Within 15 calendar days after receipt of the complaint, Tihisha Sharif or her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Tihisha Sharif or her designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the Town of Harrisburg and offer options for substantive resolution of the complaint.

If the response by Tihisha Sharif or her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Town Manager or his/her designee.

Within 15 calendar days after receipt of the appeal, the Town Manager or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Town Manager or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint. All written complaints received by Tihisha Sharif or her designee, appeals to the Town Manager or his/her designee, and responses from these two (2) offices will be retained by the Town of Harrisburg for at least three (3) years.

TOWN OF HARRISBURG, NC

TITLE II ADA GRIEVANCE FORM

The Town of Harrisburg ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered, its recipients, sub-recipients, and contractors. To request an accommodation and/or an alternate format, please contact Tihisha Sharif, ADA Coordinator, at 704-455-5614.

Instructions: Please complete and sign the form and email or mail it to the Town within 60 calendar days of any incident to:

ADA/504 Coordinator – Tihisha Sharif

Physical address:

Tihisha Sharif, ADA/504 Coordinator
Director, Human Resources
4100 Main Street, Suite 101
Harrisburg, NC 28075

Phone: 704-455-5614
Email: HR@harrisburgnc.org

1. Type of Grievance (check all that apply):

- ☐ Accommodation Request
- ☐ Program/Service
- ☐ Facility Accessibility
- ☐ Other: _____
- _____
- _____

CONTACT INFORMATION

2. Reporting Individual:

Full Name:	
Address:	
City, State, Zip code:	
Phone:	Alternate Phone:
Email:	

3. Authorized Representative of Reporting Individual (if any):

Full Name:	
Address:	
City, State, Zip code:	
Phone:	Alternate Phone:
Email:	

DETAILS OF COMPLAINT / INCIDENT

4. Date/Time of Incident: _____

5. Department/Facility/Location Involved:

6. Describe the incident/complaint with enough detail so the nature of the grievance can be understood. Add additional pages if necessary:

7. Have attempts been made to resolve the complaint through a Town Department? If yes, please describe the efforts that have been made.

8. Remedy Sought. What action do you want taken?

Signature

Date

Attach additional pages as necessary. If you need assistance, require an accessible format, or have questions about this form, please contact the Town's ADA/504 Coordinator at:

Physical address:

Tihisha Sharif, ADA/504 Coordinator
Project Manager
4100 Main Street, Suite 101
Harrisburg, NC 28075

Phone: 704-455-5614
Email: HR@harrisburgnc.org

Appendix B: Federal Highway Administration ADA Transition Plan Process Memo



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION AND ACTION:**
ADA Transition Plan Process

Date: NOV 17 2015

From: Irene Rico 
Acting Associate Administrator for
Civil Rights

In Reply Refer To:
HCR-20

To: Division Administrators
Division Civil Rights Specialists

**THIS MEMORANDUM SUPERSEDES THE OFFICE OF CIVIL RIGHTS' (HCR)
NOVEMBER 17, 2014 MEMORANDUM ("INFORMATION AND ACTION:
SUBMISSIONS OF STATE ADA TRANSITION PLANS") IN ITS ENTIRETY.**

Purpose and Background:

The purpose of this memorandum is to describe the process that the Federal Highway Administration (FHWA) has developed to review Americans with Disabilities Act (ADA) transition plans prepared by State Departments of Transportation (DOTs) and to facilitate State DOTs' compliance with the ADA transition plan requirements. In particular, this memorandum:

- 1) Describes the Working Group and Review Team framework within which the FHWA ADA transition plan review process was developed and next steps to achieve ADA transition plan compliance by all State DOTs;
- 2) Identifies the minimum required attributes that need to be included in a State's ADA transition plan;
- 3) Describes the review process FHWA will implement for determining the status of a State's ADA transition plan;
- 4) Explains FHWA's jurisdictional authority to review State DOT ADA transition plans; and
- 5) Describes the connection between a State's Statewide Transportation Improvement Program (STIP) and the transition plan regulatory requirement.

As background, on November 17, 2014, the FHWA's Office of Civil Rights (HCR) issued a memorandum titled "**INFORMATION AND ACTION: Submissions of State ADA Transition Plans.**" That memorandum sought to clarify FHWA's policies and procedures with regard to State DOT ADA transition plan requirements and requested that FHWA Division Offices review their State's transition plan for compliance with regulatory requirements. As State DOTs

submitted their ADA transition plans, HCR began receiving questions from Division Administrators concerning a transition plan's required attributes.

ADA Transition Plan Working Group and Review Team:

With the amount of interest in the topic, the Associate Administrator for the Office of Civil Rights and the Chair of the Division Administrator (DA) Civil Rights Advisory Group agreed that it would be beneficial to create a Working Group to develop guidance on the transition plan attributes that are consistent with regulatory requirements. The Working Group was established in the Summer of 2015 with the following members: Tom Smith, DA West Virginia; James Christian, DA Florida; Joe Werning, DA Nebraska; Karla Petty, DA Arizona; Amy Jackson-Grove, DA Connecticut; Gary Corino, DA Oklahoma; Joseph Daily, DA Wyoming; Jim Esselman, FHWA Office of Chief Counsel; Warren Whitlock, AA Office of Civil Rights; Candace Groudine, HCR; Nichole Mcwhorter, HCR; Connie Yew, HCR; Elizabeth Hilton, Office of Infrastructure; Patrick Gomez, Resource Center (RC).

The effort began with two, all-day face-to-face meetings in July 2015 to discuss in depth, the broad range of challenges faced by States in completing their ADA transition plans, as well as the need to clarify for the States what is required by the regulations to ensure compliance with the ADA. Shortly after those meetings, a smaller, break-out team (referred to as the "ADA transition plan Review Team," hereinafter, "Review Team") was created by the Working Group and charged with the responsibility to identify minimum attributes that FHWA should evaluate in determining the adequacy of a State's ADA transition plan. This team also discussed how to address the large number of transition plans that had already been reviewed and accepted by Divisions. The Review Team consists of the following individuals: Tom Smith, DA West Virginia; Amy Jackson-Grove, DA Connecticut; Jim Esselman, Office of Chief Counsel; Elizabeth Hilton, Office of Infrastructure; Candace Groudine, Office of Civil Rights; and Patrick Gomez, RC. Each team member had also been a member of the larger Working Group.

In August 2015, the "What's Hot Webinar" hosted by the Division Administrators' Council (DAC) included discussion about the ADA Transition Plan Working Group and Review Team and a high level summary of what was emerging from the team's work.

At the September 2015 Fall Business Meeting's DAC Session, HCR provided an update on the efforts from the Working Group and Review Team, and requested feedback from all the Division Administrators.

Minimum Required Attributes:

The Review Team has identified a list of minimum required attributes that need to be included within a State's ADA transition plan. Each of these minimum required attributes corresponds with the minimum transition plan requirements set forth in the U.S. Department of Justice's (DOJ's) ADA Title II regulations at 28 CFR 35.150(d).

The attributes that are required to be included in a State's ADA transition plan consist of the following:

- 1) Identification of the official responsible for implementation of the transition plan (See 28 CFR 35.150(d)(3)(iv));
- 2) An inventory of barriers (i.e., identification of physical obstacles); (See 28 CFR 35.150(d)(3)(i) & 28 CFR 35.150(a));
- 3) A prioritized schedule of when barriers will be eliminated and deficiencies corrected (See 28 CFR 35.150(d)(2) & 28 CFR 25.150(d)(3)(iii)); and
- 4) A description of the methods that will be used to make facilities accessible (See 28 CFR 35.150(d)(3)(ii)).

More details about each attribute is provided in the attached “State DOT Transition Plan Attributes Review Guide” (Review Guide) that was presented during the October 13, 2015 webinar about the review process for Division Administrators and Civil Rights Specialists.

Review Process:

The following is a brief overview of the review process that FHWA will employ, using the Review Guide as a tool, for determining the status of a State’s ADA transition plan:

- After a State DOT submits its ADA transition plan to the State’s FHWA Division Office, the Division’s Civil Rights Specialist will conduct an initial review based on the Review Guide and brief the Division Administrator on his or her assessment.
- If the Division Administrator and Civil Rights Specialist believe the State’s transition plan does not meet the minimum attributes, they should work with the State DOT to address the identified deficiencies.
- When the Division Administrator and the Civil Rights Specialist are satisfied with the condition of the transition plan, the Division Administrator will then submit the transition plan to HCR.
- Upon receipt, HCR will convene the transition plan Review Team to review the plan; and
- The Review Team will meet with the Division Administrator and the Civil Rights Specialist to discuss the plan and provide recommendations, if needed. The Civil Rights Specialist will work with the State DOT to ensure that its plan contains the minimum attributes, to reconcile any recommendations, to finalize the plan, and then forward the plan to HCR for tracking purposes.

For States that previously submitted a transition plan that its FHWA Division Office accepted prior to the issuance of this memorandum, the Review Team will develop a schedule to review those plans in Fiscal Year 2016. If a State needs to make additional efforts to achieve consistency with the minimum attributes, the Review Team will advise the Division Administrator accordingly, but the Review Team does not anticipate changing the accepted status of those plans.

FHWA’s Jurisdictional Authority:

The DOJ is the Federal agency responsible for coordinating the activities of Federal agencies with respect to State and local government compliance with Title II of the ADA. The DOJ,

through its regulations at 28 CFR 35.190, has delegated authority to the U.S. Department of Transportation (DOT) to oversee and implement ADA compliance for all State and local governments that regulate or administer services, programs, or activities relating to transportation. The DOT has further delegated authority to FHWA to oversee and implement ADA compliance for State and local governments for issues affecting transportation in the public right-of-way. In addition, under 49 CFR 27.19, DOT recipients must comply with DOJ's ADA regulations to be considered in compliance with DOT's regulations under Section 504 of the Rehabilitation Act of 1973 (Section 504).

FHWA Division Offices work with State DOTs to ensure that the ADA and Section 504 requirements are incorporated in all program activities for projects within the public rights-of-way. The Section 504 regulations, at 49 CFR 27.11, require FHWA to monitor a State DOT's compliance with the ADA, including DOJ and DOT regulations that address self-evaluation and transition plans.

Requirements for Certifying that the State has an ADA Transition Plan that is Consistent with the Regulations:

At least every four years, States are required to submit an updated State Transportation Improvement Program (STIP) concurrently to the FHWA and the FTA for joint approval. At the time the STIP or STIP amendments are submitted, States are required to certify that the transportation planning process is being carried out in accordance with all applicable requirements of the provisions of the ADA and Section 504. (See 23 CFR 450.218(a)(6),(10)). Therefore, every four years, the State DOTs are certifying that they meet the requirements of the ADA and Section 504, which in the planning process would include transition plans. The Division can use the Federal approval of the STIP as an opportunity to discuss the ADA transition plan's consistency with the minimum transition plan attributes.

Technical Assistance for Division Offices and States:

HCR and the Resource Center will provide the Division Offices and States with any technical assistance or training that is needed to ensure that States are submitting final draft products that meet the minimum required attributes.

A webinar similar to the one conducted on October 13th will be held for the States within the next several weeks. In the meantime, please note that Division Civil Rights Specialists may share the minimum attributes with Local Public Agencies (LPAs) as needed.

If you have any questions, please contact Nichole McWhorter at nichole.mcwhorter@dot.gov or (202) 366-1396.

Attachment

cc: Directors of Field Services

State DOT Transition Plan Attributes Review Guide:

All Elements posted conspicuously on website, for internal and external use

Transition Plan Attribute	Review Comments
Official responsible for implementation of the TP, i.e., Executive Director, Secretary, Commissioner, Chief Engineer, etc. 28 CFR 35.150(d)(3)(iv)	
Inventory of barriers (identification of physical obstacles) 28 CFR 35.150(d)(3)(i); 28 CFR 35.105 (a) – State demonstrates good faith by identifying intersection information, including curb ramps and other associated accessibility elements, as a starting point and showing movement and commitment toward developing a full inventory. Require an Action Plan to develop an inventory of sidewalks (slopes, obstructions, protruding objects, changes in levels, etc.), signals (APS), bus stops (bus pads), buildings, parking, rest areas (tourist areas, picnic areas, visitor centers, etc.), mixed use trails, linkages to transit. Best practice - have discussion of jurisdictional issues/responsibilities for sidewalks	
Schedule – Show a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short term (planned capital improvement projects) and a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA. 28 CFR 35.150(d)(2) This would also include prioritization information, planning, and investments directed at eliminating other identified barriers over time. 28 CFR 35.150(d)(3) Best practice - dedicate resources to eliminate identified ADA deficiencies	
Describe in detail the Methods that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii) Best practice – include the Standard that the STA is following (i.e., 2010 ADAAG, 2011 PROWAG)	
Other ADA Requirements	Review Comments
Public Involvement – Description of process to allow public to readily access and submit comments for both self-evaluation and transition plan. 28 CFR 35.150(d)(1); 28 CFR 35.105(b) Best practices: a) detailed list of individuals consulted posted conspicuously on website, does not have to be in actual TP, but must be documented and available; b) have both electronic and hard copy notice. 28 CFR 35.105(c)	
ADA policy statement is a requirement of State Agencies, but does not have to be in the TP per se, but it is a good practice and needs to be easily accessible by the public. 28 CFR 35.106 Best practice - post conspicuously on website, for internal and external use	
Clear identification of the ADA Coordinator (dedicated trained staff) with contact information (i.e., name, office address, telephone number, email address, fax number) 28 CFR 35.107(a)	
Clear Complaint/Grievance Process to receive and address complaints/grievances from the public (is a requirement of State Agencies, but does not have to be in the TP per se, but it is a good practice and needs to be easily accessible by the public). 28 CFR 35.107(b)	
REVIEWER _____	DATE _____

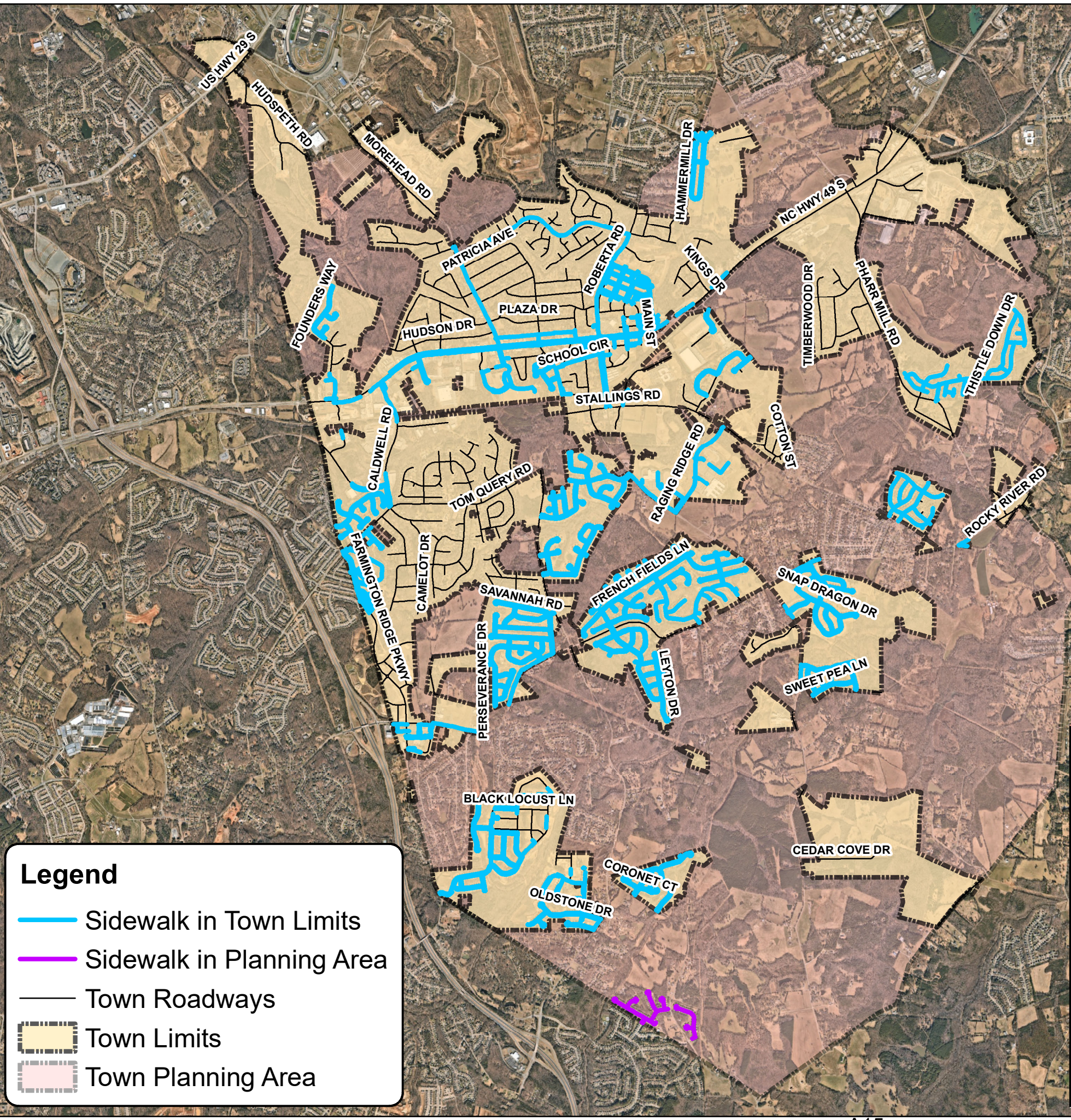
Appendix C: Facility Inventory Maps

C1: Public Rights-of-Way Sidewalk Inventory

Town of Harrisburg ADA Transition Plan Sidewalk Inventory



August 2021



Legend

- Sidewalk in Town Limits
- Sidewalk in Planning Area
- Town Roadways
- Town Limits
- Town Planning Area

Sidewalk Corridor Summary	
Facilities Within Town Limits	
Facility Type	Length/Count
Sidewalks	91.1 mi
Intersections at Cross Streets	290
Intersections at Driveways	162
Facilities in Planning Area that are Outside Town Limits	
Facility Type	Length/Count
Sidewalks	1.4 mi
Intersections at Cross Streets	8
Intersections at Driveways	3

Appendix D: Evaluated Facility Maps

D1: Buildings

D2: Public Rights-of-Way Sidewalk Corridors



Legend

 Town Hall

 Town Roadways

Town of Harrisburg
ADA Transition Plan
Town Hall
November 2020

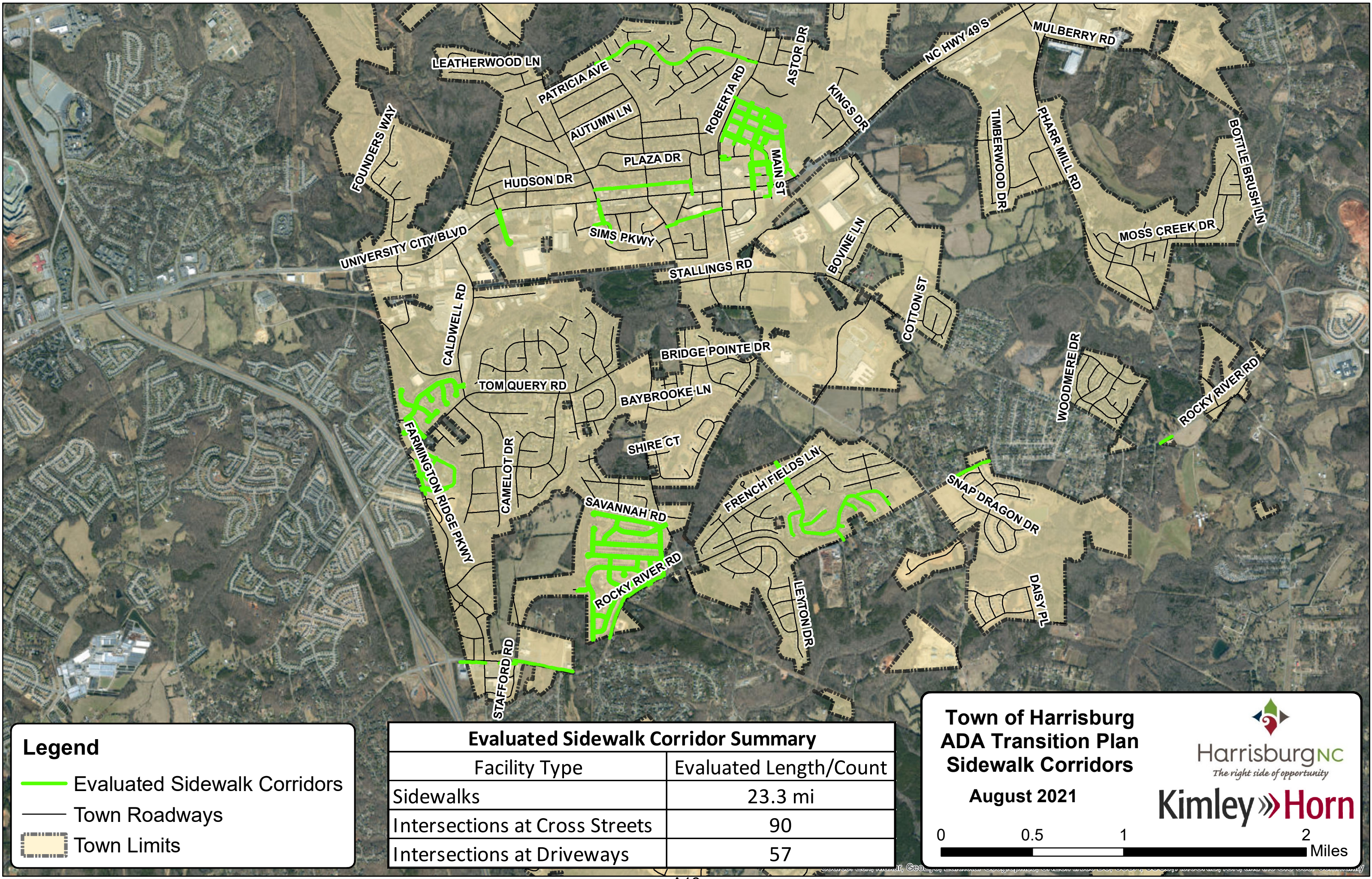
 ACCESSOLOGY



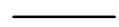
HarrisburgNC
The right side of opportunity

Kimley»Horn

0 0.025 0.05 0.1
Miles



Legend

-  Evaluated Sidewalk Corridors
-  Town Roadways
-  Town Limits

Evaluated Sidewalk Corridor Summary	
Facility Type	Evaluated Length/Count
Sidewalks	23.3 mi
Intersections at Cross Streets	90
Intersections at Driveways	57

**Town of Harrisburg
ADA Transition Plan
Sidewalk Corridors**

August 2021



Appendix E: Facility Reports

E1: Buildings

E2: Public Rights-of-Way Sidewalk Corridors

E3: Public Rights-of-Way Unsignalized Intersections

Town of Harrisburg
ADA Self-Evaluation and Transition Plan Update
Building Cost Projection Summary
08/13/2021

GPS ID	Facility Name	Cost Projection
1	Harrisburg Town Hall	\$40,129
TOTAL		\$40,129

Site Accessibility Evaluation



Harrisburg Town Hall

**4100 Main St
Harrisburg, NC 28075**

Accessibility Evaluation

Inspection Date: 07/17/2020

Inspector: Kristi Avalos

Prepared By



(972) 434 - 0068

www.accessology.com

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Restrooms - 1st Floor 36

Cost Summary 41

Parking - South Side

Barrier: 1

The cross slope (narrow dimension) of the parking stall exceeds 2%.

Citation:

2010 ADAS Section: 502.4

1991 ADAS Section: 4.6.3

Current Condition:

3.1%

Budget Cost:

Base Cost: \$1,500.00

Contingency Cost: \$300.00

Design Cost: \$225.00

Total Cost: \$2,025.00

Possible Solutions:

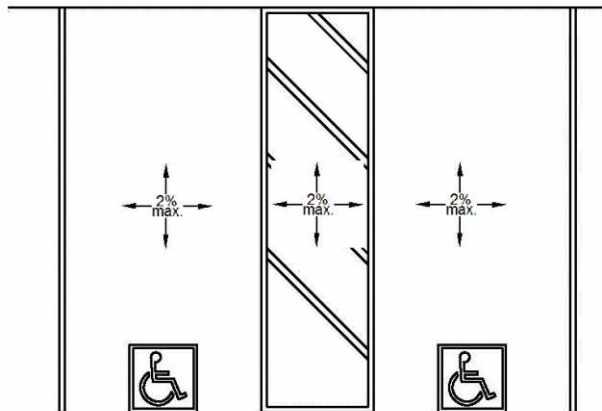
When parking is resurfaced and restriped for general maintenance, the slope can be altered for compliance.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #1 Additional Barrier Photos



Parking - Southeast

Barrier: 2

An accessible parking sign is designating an area that is marked as an access aisle. The accessible parking markings are confusing in this area.

Citation:

2010 ADAS Section: 502.2

1991 ADAS Section: 4.6.3

Current Condition:

Access aisle marking
confusing

Budget Cost:

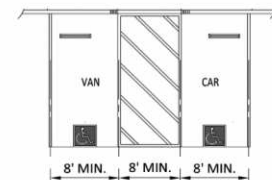
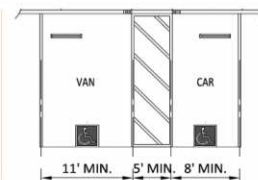
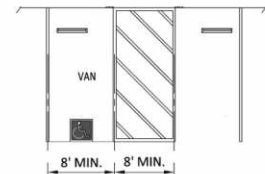
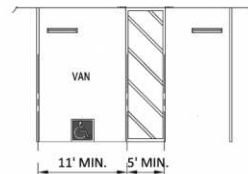
Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$225.00
Total Cost: \$2,025.00

Possible Solutions:

Remove the existing accessible parking markings and re-mark to provide fully compliant accessible parking spaces.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #2 Additional Barrier Photos



Electric Car Parking

Barrier: 3

There are no accessible parking stalls.

Citation:

2010 ADAS Section: 208.2.4

1991 ADAS Section: 4.1.2(1)

Current Condition:

Electric Car parking

Budget Cost:

Base Cost: \$250.00

Contingency Cost: \$50.00

Design Cost: \$37.50

Total Cost: \$337.50

Possible Solutions:

Add signage to identify at least one of the parking spaces for electric vehicles as accessible.

Barrier Priority:

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) – severely out of compliance



208.2 Parking Spaces	
Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

Exterior Walkways

Barrier: 4

The accessible route between the building entrance and the accessible parking on the south side of the site contains running slopes greater than 5% and has not been constructed as a ramp (i.e. handrails, wheel guides, etc.).

Citation:

2010 ADAS Section: 403.3

1991 ADAS Section: 4.3.7

Current Condition:

10.9% running slope

Budget Cost:

Base Cost: \$2,500.00

Contingency Cost: \$500.00

Design Cost: \$375.00

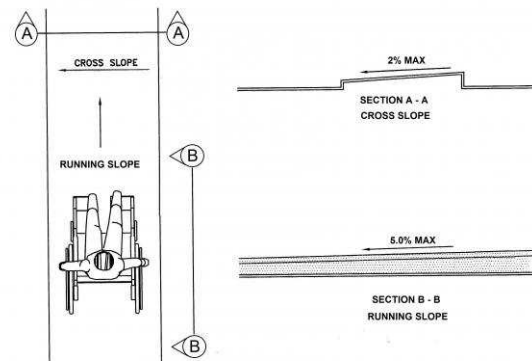
Total Cost: \$3,375.00

Possible Solutions:

This should be reinstalled to either be less than 5% running slope or constructed as a ramp with a maximum running slope of 8.3%.

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Exterior Walkways

Barrier: 5

The free library is positioned too high for either a side or front approach.

Citation:

2010 ADAS Section: 308.1

Current Condition:

Free Library is set back from sidewalk and 59" to the knob

Budget Cost:

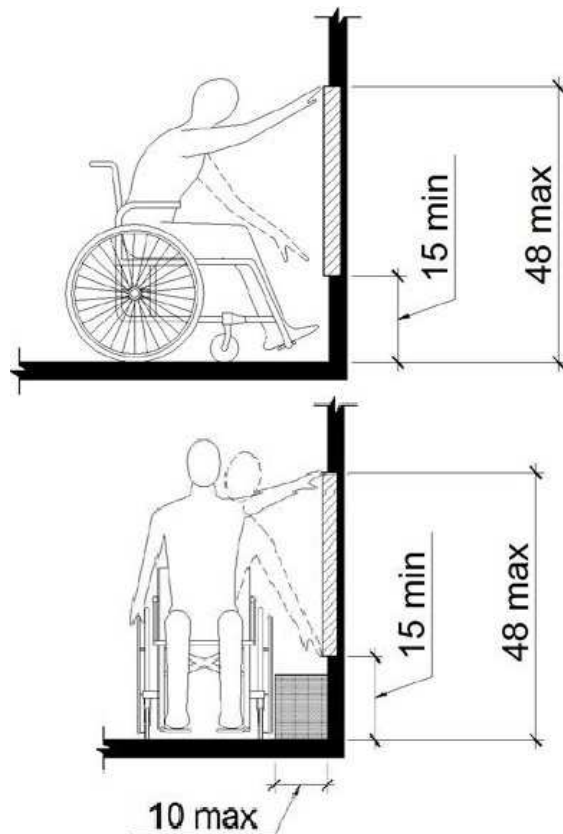
Base Cost: \$400.00
Contingency Cost: \$80.00
Design Cost: \$60.00
Total Cost: \$540.00

Possible Solutions:

Put the free library on a shorter pole so the highest operable part does not exceed 48 inches from the ground and move it forward the sidewalk so the sidewalk becomes the required clear floor space.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Barrier #5 Additional Barrier Photos



Exterior Walkways

Barrier: 6

The accessible route contains running slopes greater than 5 percent and cross slopes greater than 2 percent across the width of the walk and has not been constructed as a ramp (i.e. handrails, wheel guides, etc.).

Citation:

2010 ADAS Section: 403.3

1991 ADAS Section: 4.3.7

Current Condition:

Running slope is 12.9%
cross slope is 4.4%

Budget Cost:

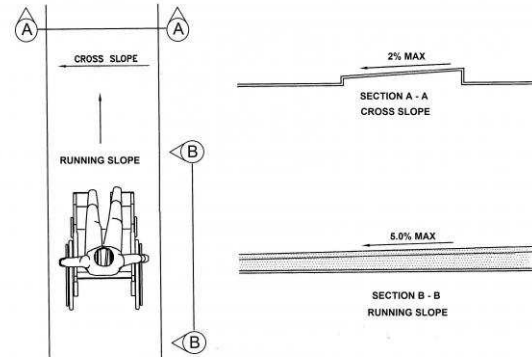
Base Cost: \$3,500.00
Contingency Cost: \$700.00
Design Cost: \$525.00
Total Cost: \$4,725.00

Possible Solutions:

This section will be required to be replaced. It's at a dangerous slope and, therefore, has been given a higher priority

Barrier Priority:

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) – moderately out of compliance



Barrier #6 Additional Barrier Photos



Barrier #6 Additional Barrier Photos



Exterior Walkways

Barrier: 7

There is no accessible seating provided for this section of the outdoor dining area. Based on the number of outdoor seating provided at least one wheelchair seating space/s is/are required at the table in the gazebo.

Citation:

2010 ADAS Section: 226.1

1991 ADAS Section: 5.1

Current Condition:

No accessible tables

Budget Cost:

Base Cost: \$500.00
Contingency Cost: \$100.00
Design Cost: \$75.00
Total Cost: \$675.00

Possible Solutions:

Remove the bench on one side of the table to allow a person in a wheelchair to sit at the table.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Exterior Walkways

Barrier: 8

The concrete expansion joints along the North plaza area, especially in front of the benches are spaced greater than 1/2 inch.

Citation:

2010 ADAS Section: 302.3

1991 ADAS Section: 4.5.4

Current Condition:

Up to 1.25 inches

Budget Cost:

Base Cost: \$2,000.00

Contingency Cost: \$400.00

Design Cost: \$300.00

Total Cost: \$2,700.00

Possible Solutions:

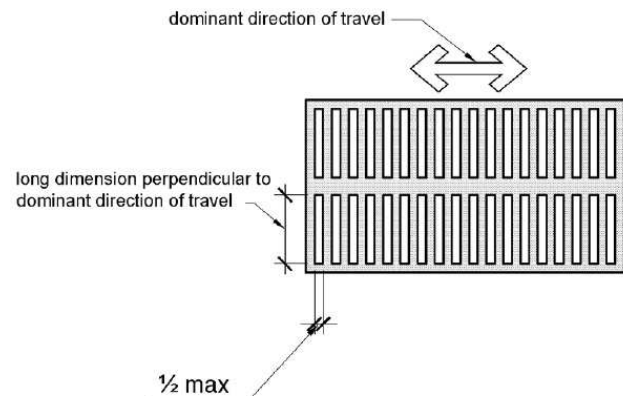
Fill the expansion joints with wood or caulk or other material to reduce the possibility of injury. Ensure it is properly maintained once in place.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #8 Additional Barrier Photos



Barrier #8 Additional Barrier Photos



Barrier #8 Additional Barrier Photos



Exterior Walkways

Barrier: 9

The accessible route of travel on the walk or sidewalk contains cross slopes greater than 2%.

Citation:

2010 ADAS Section: 403.3

1991 ADAS Section: 4.3.7

Current Condition:

Northwest side

Budget Cost:

Base Cost: \$2,500.00

Contingency Cost: \$500.00

Design Cost: \$375.00

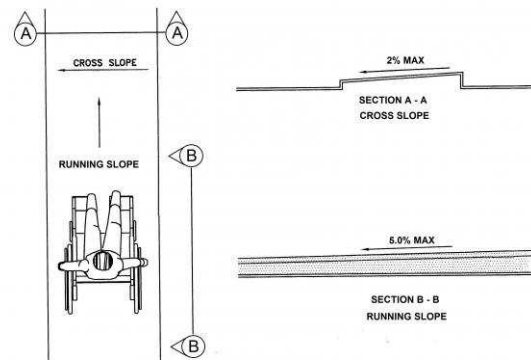
Total Cost: \$3,375.00

Possible Solutions:

Cross slope violation is minimal and should be watched. Amount of rain, cold, heat, etc. can often change slopes minimally. If slope is consistently non-compliant it should be replaced at some point.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Exterior Walkways

Barrier: 10

The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.

Citation:

2010 ADAS Section: 303.3,
303.2

Current Condition:

Northwest side

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$225.00
Total Cost: \$2,025.00

1991 ADAS Section: 4.5.2

Possible Solutions:

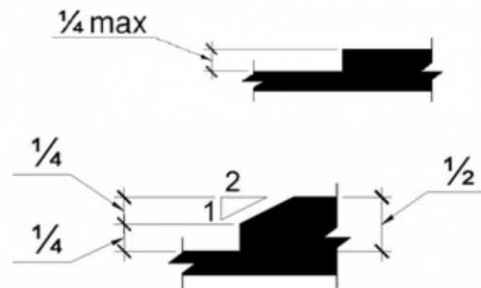
Level changes like this can be shaved down for compliance.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Barrier #10 Additional Barrier Photos



Exterior Walkways

Barrier: 11

The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.

Citation:

2010 ADAS Section: 303.3,
303.2

1991 ADAS Section: 4.5.2

Current Condition:

Elevation change from
electric car parking to
sidewalk.

Budget Cost:

Base Cost: \$1,500.00
Contingency Cost: \$300.00
Design Cost: \$225.00
Total Cost: \$2,025.00

Possible Solutions:

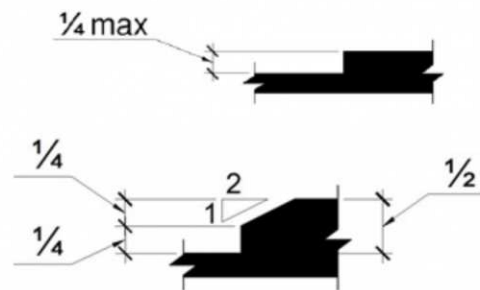
Shave the level changes down to ensure compliance.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



Exterior Walkways

Barrier: 12

The ramp does not have compliant handrails.

Citation:

2010 ADAS Section: 505.1

1991 ADAS Section: 4.8.5(1)

Current Condition:

Handrails are only on one side

Budget Cost:

Base Cost: \$750.00
Contingency Cost: \$150.00
Design Cost: \$112.50
Total Cost: \$1,012.50

Possible Solutions:

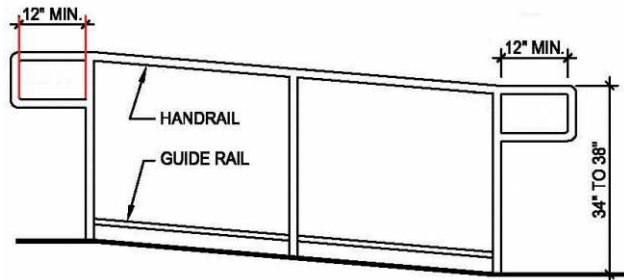
Add a handrail along the exterior wall for compliance.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance

Access to goods and services (DOJ Level 2) – moderately out of compliance

Restrooms (DOJ Level 3) – severely out of compliance



North (back) Entrance

Barrier: 13

The clear floor space required at the South entrance is not flat (2% or 1:48 maximum slope) in all directions.

Citation:

2010 ADAS Section: 305.2

1991 ADAS Section: 4.2.4.1

Current Condition:

Exterior slope is 5.6% at
South entrance

Budget Cost:

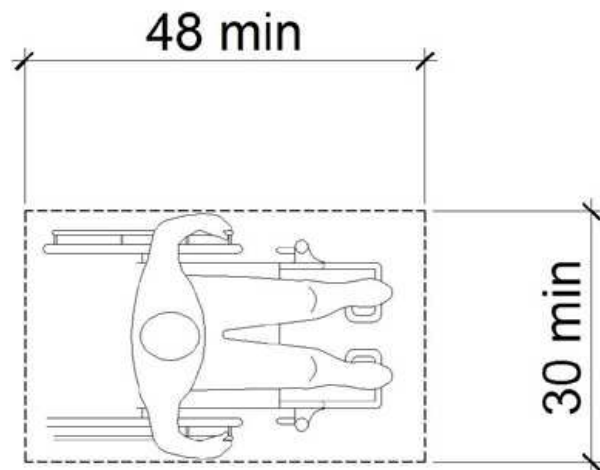
Base Cost: \$3,000.00
Contingency Cost: \$600.00
Design Cost: \$450.00
Total Cost: \$4,050.00

Possible Solutions:

In order to ensure the minimum number of entrances are compliant, the area in front of the door will need to be replaced so it's no more than 2% in any direction.

Barrier Priority:

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) – minimally out of compliance
Access to goods and services (DOJ Level 2) – moderately out of compliance
Restrooms (DOJ Level 3) – severely out of compliance



Barrier #13 Additional Barrier Photos



East Entrance

Barrier: 14

In existing buildings and facilities where not all entrances are accessible, entrances to buildings and facilities that are accessible to and usable by persons with disabilities shall be identified with an International Symbol of Accessibility (ISA). Typically this is 6 inches by 6 inches in size.

Citation:

2010 ADAS Section: 216.6

1991 ADAS Section:
4.1.2(7)(c)

Current Condition:

Non-accessible entrance not
signed

Budget Cost:

Base Cost: \$250.00
Contingency Cost: \$50.00
Design Cost: \$37.50
Total Cost: \$337.50

Possible Solutions:

Add signage indicating the location of the nearest accessible entrance.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



West Entrance

Barrier: 15

In existing buildings and facilities where not all entrances are accessible, entrances to buildings and facilities that are accessible to and usable by persons with disabilities shall be identified with an International Symbol of Accessibility (ISA). Typically this is 6 inches by 6 inches in size.

Citation:

2010 ADAS Section: 216.6

1991 ADAS Section:
4.1.2(7)(c)

Current Condition:

Non-accessible entrance not
signed

Budget Cost:

Base Cost: \$250.00
Contingency Cost: \$50.00
Design Cost: \$37.50
Total Cost: \$337.50

Possible Solutions:

Add signage indicating the location of the nearest accessible entrance.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Interior Accessible Routes

Barrier: 16

The bleeding control kit projects more than 4 inches into the circulation path.

Citation:

2010 ADAS Section: 307.2

1991 ADAS Section: 4.4.1 ,
4.1.2(3)

Current Condition:

Greater than 4 inches

Budget Cost:

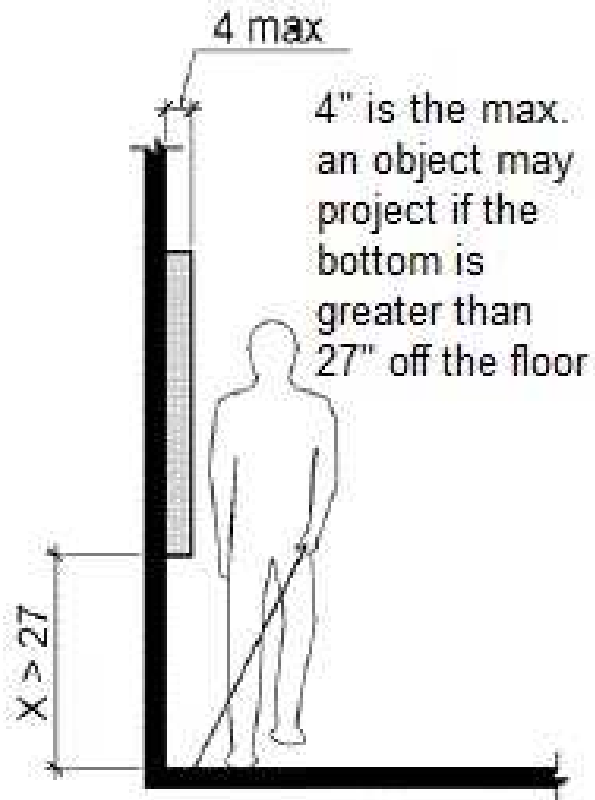
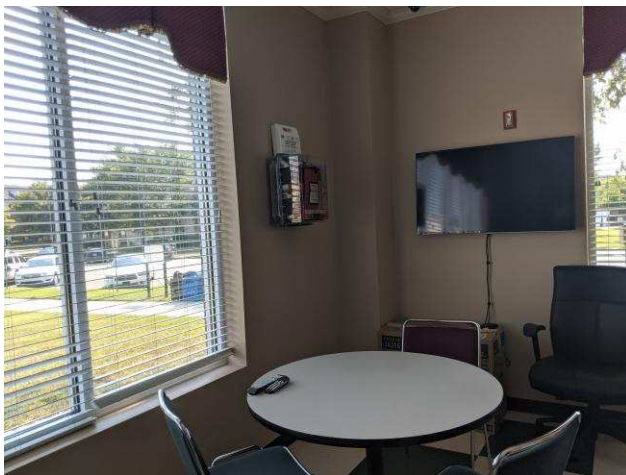
Base Cost: \$150.00
Contingency Cost: \$30.00
Design Cost: \$22.50
Total Cost: \$202.50

Possible Solutions:

Move the kit closer to the corner where nobody will be walking past it or standing up from the table and hitting their head.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Interior Accessible Routes

Barrier: 17

The fire extinguisher cabinet projects more than 4 inches into the circulation path.

Citation:

2010 ADAS Section: 307.2

1991 ADAS Section: 4.4.1 ,
4.1.2(3)

Current Condition:

7 inches

Budget Cost:

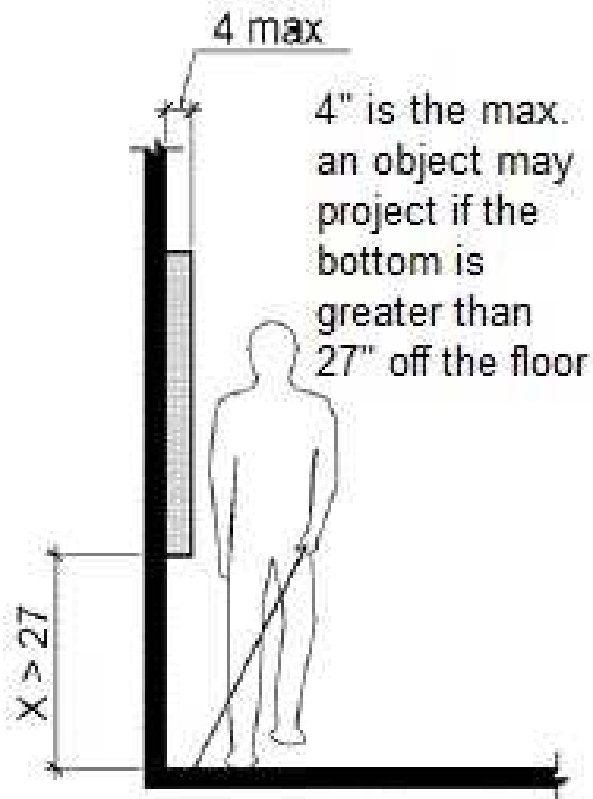
Base Cost: \$150.00
Contingency Cost: \$30.00
Design Cost: \$22.50
Total Cost: \$202.50

Possible Solutions:

Move the cabinet into a corner where nobody will be walking past it for compliance.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Interior Accessible Routes

Barrier: 18

The handle for opening the storage cabinet for the fire extinguisher is positioned too high for either a side or front approach.

Citation:

2010 ADAS Section: 308.2.1,
308.3.1

Current Condition:

59 inches to the center of
the pull handle

Budget Cost:

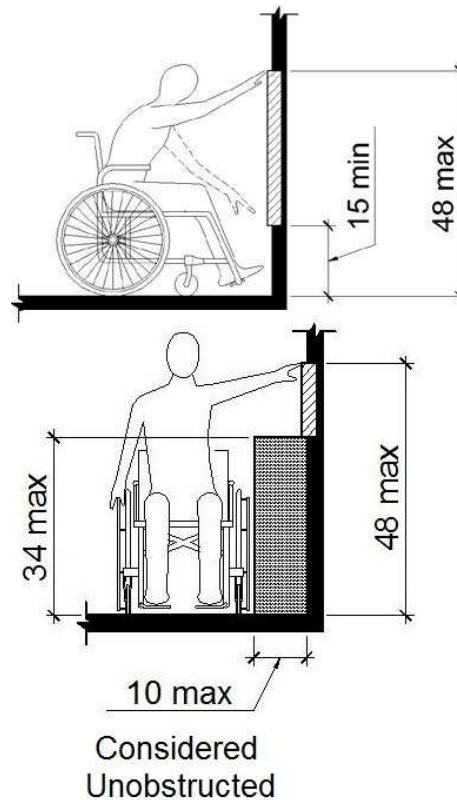
Base Cost: \$0.00
Contingency Cost: \$0.00
Design Cost: \$0.00
Total Cost: \$0.00

Possible Solutions:

When the cabinet gets moved to satisfy the violation above, ensure it is reinstalled with the handle for opening at no more than 48 inches.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Interior Accessible Routes

Barrier: 19

The hand sanitizer dispenser's operation mechanism is too high off the floor.

Citation:

2010 ADAS Section: 308.2.1

Current Condition:

56 inches

Budget Cost:

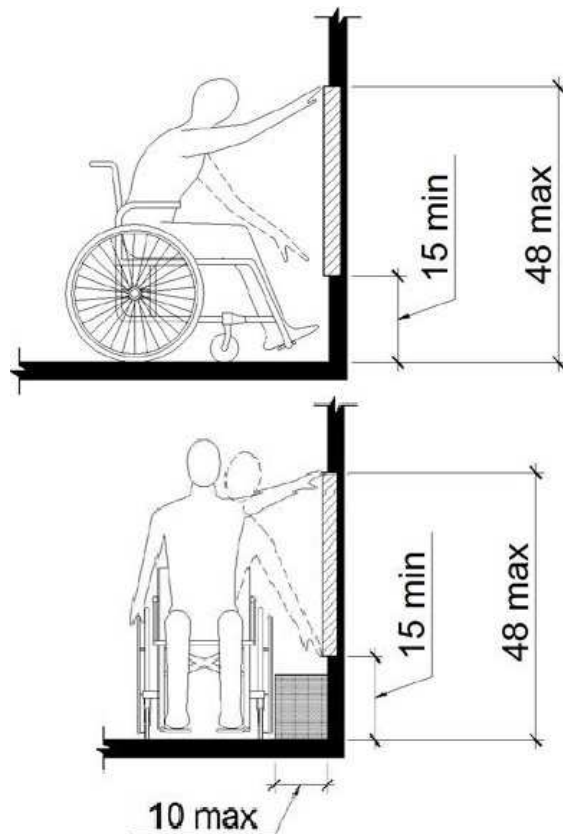
Base Cost: \$75.00
Contingency Cost: \$15.00
Design Cost: \$11.25
Total Cost: \$101.25

Possible Solutions:

Wherever hand sanitizers are provided, make sure those that are mounted have the dispenser mechanism at or below 48 inches.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Restrooms - 1st Floor Lobby

Barrier: 20

The tactile sign is incorrectly located. Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side.

Citation:

2010 ADAS Section: 703.4.2

Current Condition:

Signage located on door face

Budget Cost:

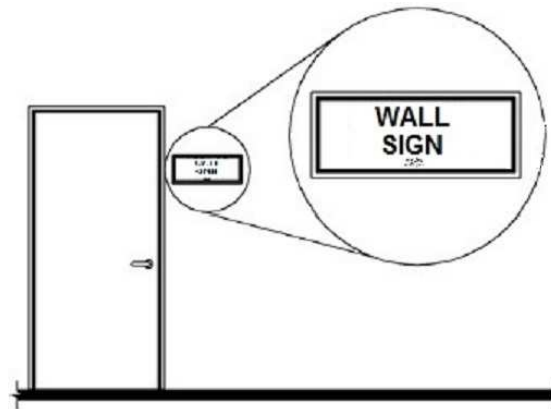
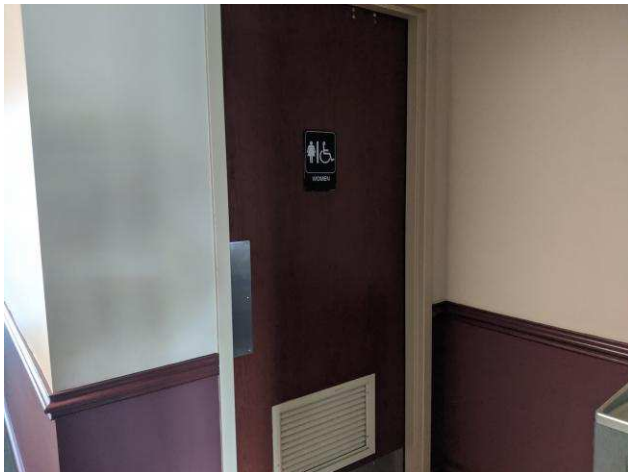
Base Cost: \$300.00
Contingency Cost: \$60.00
Design Cost: \$45.00
Total Cost: \$405.00

Possible Solutions:

Move signs to the wall on the latch side of the door as required, or put a second sign in the proper location.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance



Restrooms - 1st Floor Lobby

Barrier: 21

The flush handle is located on the wrong side of the toilet.

Citation:

2010 ADAS Section: 604.6

Current Condition:

Women's Restroom - Flush control on wrong side.

Budget Cost:

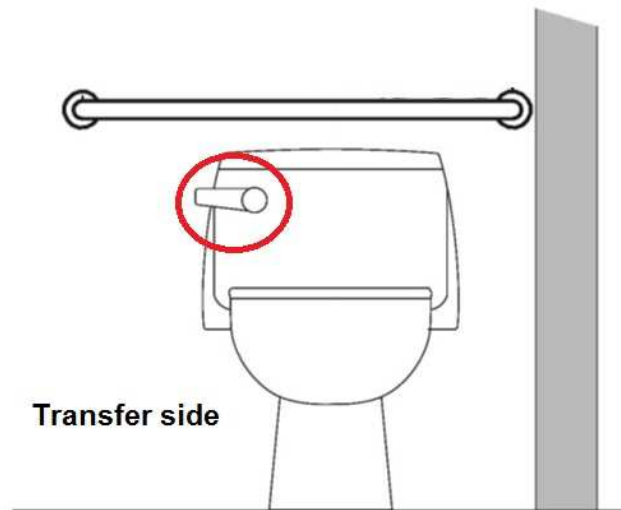
Base Cost: \$400.00
Contingency Cost: \$80.00
Design Cost: \$60.00
Total Cost: \$540.00

Possible Solutions:

Switch toilet tanks or replace tank with one that has the flushing mechanism is on the open side of the water closet.

Barrier Priority:

Level 8 (Medium): Drinking fountains and public phones (DOJ Level 4 & 5) – moderately out of compliance



Restrooms - 1st Floor Lobby

Barrier: 22

The paper towel dispenser's operation mechanism is too high off the floor.

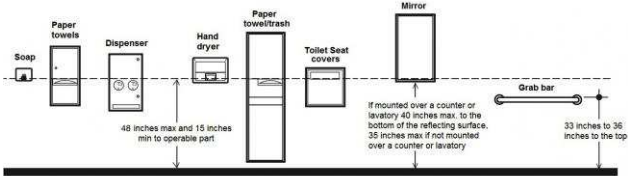
Citation:	Current Condition:	Budget Cost:
2010 ADAS Section: 308.2.1	56 inches	Base Cost: \$150.00 Contingency Cost: \$30.00 Design Cost: \$22.50 Total Cost: \$202.50

Possible Solutions:

Lower both the hand dryer and the paper towel dispenser so the highest operable part is at or below 48 inches above the finished floor.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Restrooms - 1st Floor Lobby

Barrier: 23

The water and drain pipes under the lavatory are not adequately insulated.

Citation:

2010 ADAS Section: 606.5

1991 ADAS Section: 4.19.4

Current Condition:

Men's Restroom - Lavatory
pipes are not protected

Budget Cost:

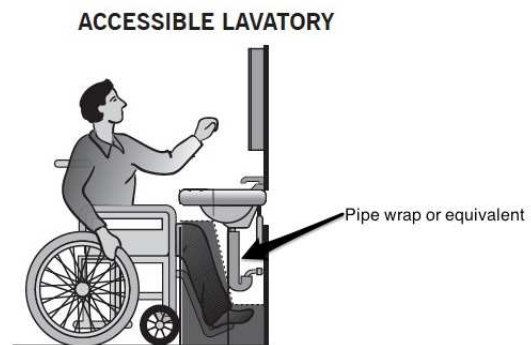
Base Cost: \$150.00
Contingency Cost: \$30.00
Design Cost: \$22.50
Total Cost: \$202.50

Possible Solutions:

Wrap the pipes under the sink in the men's restroom.

Barrier Priority:

Level 9 (Low): Restrooms (DOJ Level 3) – minimally out of compliance



Restrooms - 1st Floor

Barrier: 24

The maneuvering space on the pull side of the door or gate does not adequately extend beyond the latch side of the door.

Citation:

2010 ADAS Section:
404.2.4.1

1991 ADAS Section: 4.13.6

Current Condition:

Women's Restroom - 15
inches on pull side of door

Budget Cost:

Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$375.00
Total Cost: \$3,375.00

Possible Solutions:

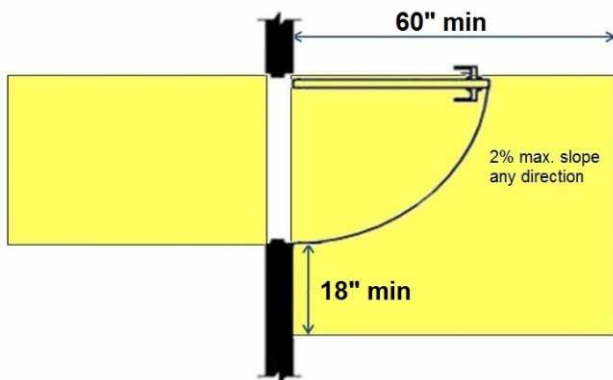
Alter or replace the door to ensure the door has a minimum of 18 inches on the pull side.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Restrooms - 1st Floor

Barrier: 25

The maneuvering space on the pull side of the door or gate does not adequately extend beyond the latch side of the door.

Citation:

2010 ADAS Section:
404.2.4.1

1991 ADAS Section: 4.13.6

Current Condition:

Men's Restroom - 14.5
inches on the pull side of
door

Budget Cost:

Base Cost: \$2,500.00
Contingency Cost: \$500.00
Design Cost: \$375.00
Total Cost: \$3,375.00

Possible Solutions:

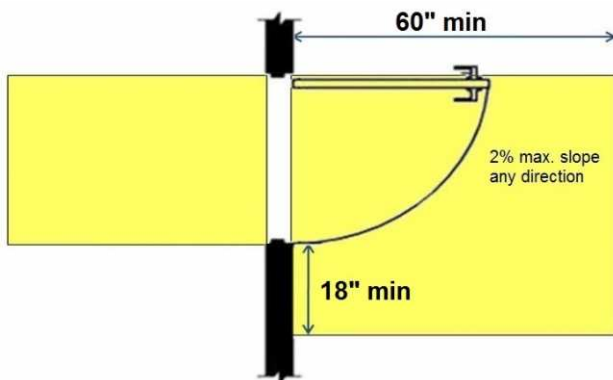
Alter or replace the door to ensure the door has a minimum of 18 inches on the pull side.

Barrier Priority:

Level 7 (Medium): Access to goods and services (DOJ Level 2) – minimally out of compliance

Restrooms (DOJ Level 3) – moderately out of compliance

Drinking fountains and public phones (DOJ Level 4 & 5) – severely out of compliance



Restrooms - 1st Floor

Barrier: 26

The flush handle is located on the wrong side of the toilet.

Citation:

2010 ADAS Section: 604.6

Current Condition:

Women's Restroom - Flush control on wrong side.

Budget Cost:

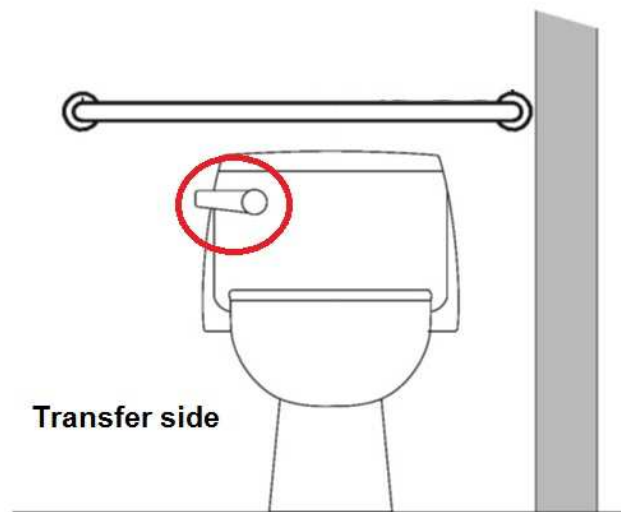
Base Cost: \$400.00
Contingency Cost: \$80.00
Design Cost: \$60.00
Total Cost: \$540.00

Possible Solutions:

Switch toilet tanks or replace tank with one that has the flushing mechanism is on the open side of the water closet.

Barrier Priority:

Level 8 (Medium): Drinking fountains and public phones (DOJ Level 4 & 5) – moderately out of compliance



Restrooms - 1st Floor

Barrier: 27

The compartment door is not self-closing and does not have a handle on both sides of the door,

Citation:

2010 ADAS Section:
604.8.1.2

Current Condition:

Men and Women Restrooms
- Doors do not self-close

Budget Cost:

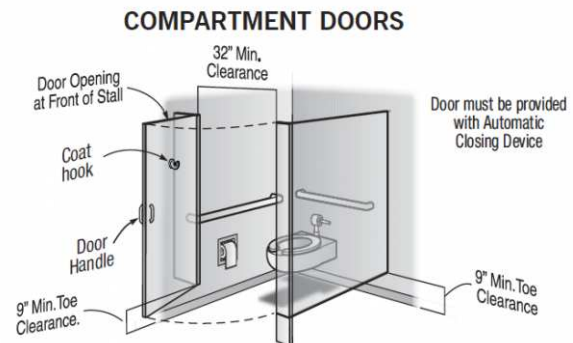
Base Cost: \$900.00
Contingency Cost: \$180.00
Design Cost: \$135.00
Total Cost: \$1,215.00

Possible Solutions:

Install self-closing hinges for the accessible stalls in both the men's and women's restrooms and add a door handle on the outside of the stall doors.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Restrooms - 1st Floor

Barrier: 28

The coat hook is installed greater than 48 inches above the finished floor.

Citation:

2010 ADAS Section: 308.2.1

1991 ADAS Section: 4.2.5

Current Condition:

Men and Women Restrooms
- Hooks at accessible toilet
compartments are too high

Budget Cost:

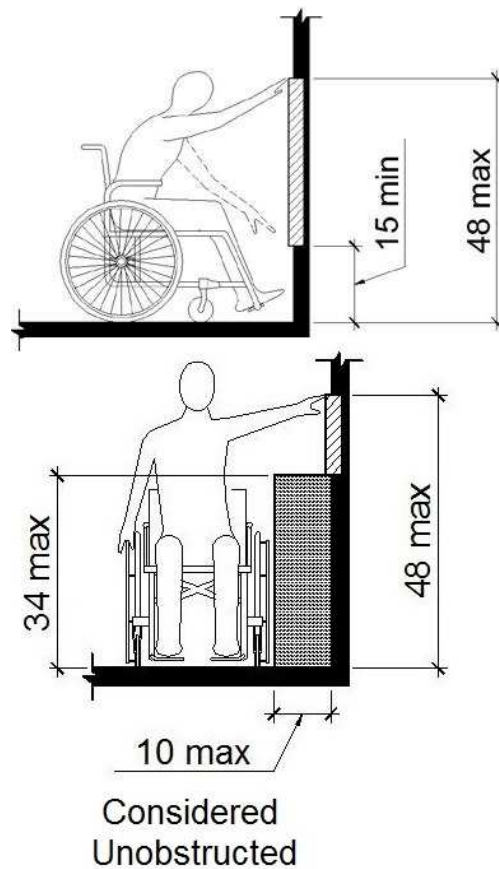
Base Cost: \$150.00
Contingency Cost: \$30.00
Design Cost: \$22.50
Total Cost: \$202.50

Possible Solutions:

Either lower the coat hook or install a second one at accessible heights.

Barrier Priority:

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 & 5) – minimally out of compliance



Cost Summary

Item	# of Barriers	Total Item Cost
High Priority	3	\$10,125.00
Level 1	0	\$0.00
Level 2	0	\$0.00
Level 3	0	\$0.00
Level 4	3	\$10,125.00
Medium Priority	11	\$22,005.00
Level 5	1	\$337.50
Level 6	6	\$13,837.50
Level 7	2	\$6,750.00
Level 8	2	\$1,080.00
Low Priority	14	\$7,998.75
Level 9	2	\$607.50
Level 10	12	\$7,391.25
Level 11	0	\$0.00
Level 12	0	\$0.00
Priority Total	28	\$40,128.75

Town of Harrisburg
ADA Self-Evaluation and Transition Plan
Sidewalk Cost Projection Summary
8/11/2021

Corridor ID	Project Name	Limit 1	Limit 2	Cost Projection
1	Perseverance Dr	450' West of Happiness Rd	200' south of Swimming Dr	\$ 54,400
2	Swimming Dr	175' North of Horseback Ln	Perseverance Dr	\$ 32,400
3	Laughing Ln	Swimming Dr	Perseverance Dr	\$ 5,400
4	Horseback Ln	Swimming Dr	Perseverance Dr	\$ 19,500
5	Smiling Dr	Perseverance Dr	325' west of Perseverance Dr	\$ 10,900
6	Perseverance Dr	Rocky River Rd	450' West of Happiness Rd	\$ 46,300
7	Happiness Rd	Pepper Dr	Pepper Dr	\$ 76,500
8	Amazing Ct	Happiness Rd	Happiness Rd	\$ 7,100
9	Caprice Ln	Pepper Dr	Happiness Rd	\$ 8,700
10	Pepper Dr	Savannah Rd	125' west of Butterfield Ct	\$ 74,700
11	Butterfield Ct	425' north of Annelise Dr	Pepper Dr	\$ 13,900
12	Annelise Dr	Savannah Rd	Butterfield Ct	\$ 40,900
13	Warwick Ln	Savannah Rd	Annelise Dr	\$ 14,200
14	Benhill Dr	Robinson Church Rd	Warwick Ln	\$ 31,100
15	Savannah Rd	Benhill Dr	725' west of Warwick Ln	\$ 51,000
16	Savannah Rd	Benhill Dr	25' north of Rocky River Rd	\$ 28,400
17	Burnage Hall Rd	250' north of Grovesner St	375' south of Houndslow Ln	\$ 47,200
18	Burgundy Ridge Dr	Burnage Hall Rd	675' south of Burnage Hall Rd	\$ 7,200
19	Mossycup Trl	750' east of Burnage Hall Rd	Burnage Hall Rd	\$ 4,900
20	Burnage Hall Rd	600' south of Magnolia Springs Dr	200' south of Mossycup Trl	\$ 21,300
21	McMillian Dr	Burnage Hall Rd	Rocky River Rd	\$ 2,000
22	Verbena Ct	125' east of Burnage Hall Rd	Burnage Hall Rd	\$ -
23	Saucercup Ter	325' east of Burnage Hall Rd	Burnage Hall Rd	\$ 4,600
24	Magnolia Springs Dr	200' north of Rocky River Rd	Burnage Hall Rd	\$ 9,100
25	Farmington Ridge Pkwy	300' south of Tom Query Rd	150' south of Sunburst Ln	\$ 10,300
26	Cutter Crossing	Hayfield Rd	Sunburst Ln	\$ 21,300
27	Sunburst Ln	Farmington Ridge Pkwy	Tom Query Rd	\$ 54,200
28	Hayfield Rd	275' east of Farmington Ridge Pkwy	Farmington Ridge Pkwy	\$ 12,400
29	Asheby Dr	Underwood Ave	Tom Query Rd	\$ 19,000
30	Wembley Ct	Asheby Dr	200' west of Asheby Dr	\$ 13,600
31	Aldersgate Ave	200' east of Cotswold Ct	200' west of Cotswold Ct	\$ 22,900
32	Underwood Ave	225' south of Robindale Dr	125' west of Asheby Dr	\$ 80,300
33	Cotswold Ct	550' north of Underwood Ave	Aldersgate Ave	\$ 40,500
34	Weathersford Pl	Underwood Ave		\$ 12,900
35	Foxcroft Ln	Underwood Ave	600' south of Underwood Ave	\$ 22,300
36	Robindale Dr	Caldwell Rd	Underwood Ave	\$ 4,100
37	Pepsi Way	NC-49	975' south of NC-49	\$ 44,800
38	Sims Pkwy	200' south of NC-49	Forest St	\$ 31,400
39	Forest St	Sims Pkwy	250' west of Sims Pkwy	\$ 8,900
40	Morris Dr	School Ave	Morehead Rd	\$ 79,300
41	School Ave	Morris Dr	NC-49	\$ 4,500
42	School Cir	525' south of NC-49	Robinson Church Rd	\$ 29,300
43	Physicians Blvd	125' east of Harrisburg Pl	Harrisburg Plz	\$ 5,700
44	Harrisburg Plz	Carl Parmer Dr	200' south of Main St	\$ 11,600
45	Carl Parmer Dr	275' east of Tyrel Dr	Harrisburg Plz	\$ 34,600
46	Professional Blvd	100' north of Carl Parmer Dr	150' south of Main St	\$ 35,200
47	Carl Parmer Dr	100' north of Carl Parmer Dr	Carl Parmer Dr	\$ 4,400
48	Lentz Way	Carl Parmer Dr	Center Place Dr	\$ 7,700
49	Tyrel Dr	Carl Parmer Dr	Center Place Dr	\$ 5,300
50	Carl Parmer Dr	Carl Parmer Dr	Carl Parmer Dr	\$ 7,900
51	Carl Parmer Dr	200' north of Center Place Dr	Ruckus Rd	\$ 32,700
52	Center Place Dr	100' east of Carl Parmer Dr	Harrisburg Plz	\$ 26,700
53	Town Center Rd	Carl Parmer Dr	Harrisburg Plz	\$ 48,000
54	Main St	125' east of Town Hall Pl	Harrisburg Plz	\$ 36,100
55	Town Hall Pl	Town Center Rd	200' south of Town Center Rd	\$ 9,300
56	Kee Ln	Center Place Dr	Main St	\$ 45,000
57	Hagler St	275' east of Main St	Kee Ln	\$ 14,400
58	Ruckus Rd	Carl Parmer Dr	NC-49	\$ 4,800
59	Financial Way	50' west of Ruckus Rd	Main St	\$ 20,900
60	Main St	Hagler St	NC-49	\$ 18,500
61	Main St	Main St	150' west of Main St	\$ -
62	Rocky River Crossing Rd	Roberta Rd	150' west of Mapleview Pl	\$ 62,100
63	Rock River Road	300' east of Starwood Dr	700' west of Plaza Rd Ext	\$ 44,800

Corridor ID	Project Name	Limit 1	Limit 2	Cost Projection
64	Rock River Road	Savannah Rd	1900' south of Perseverance Dr	\$ 21,500
65	Rock River Road	200' west of Quail Hollow Dr	Live Oak Rd	\$ 10,300
66	Rocky River Road	400' north of Pembroke Rd	Pembroke Rd	\$ 15,700
TOTAL				\$ 1,646,900

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Perseverance Dr **Corridor ID:** 1
Limits: 450' West of Happiness Rd - 200' south of Swimming Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,221	SY	\$ 40.00	\$ 53,735.68
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	28	SY	\$ 20.00	\$ 615.01

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	54,350.69
Estimated Project Cost:	\$	54,400.00
Engineering: (% +/-)	10%	\$ 4,940.97
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	307	\$ 7,495.25
Low	2,006	\$ 46,855.47
Compliant	2,001	
Not Prioritized	0	
Subtotal		\$ 54,350.71
Sidewalk Total	4,314	\$ 54,400.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 54,400.00
Unsignalized Intersection Total	\$ 63,400.00
Corridor Total	\$ 117,800.00

End of Project Description for Project 1 Perseverance Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Swimming Dr **Corridor ID:** 2
Limits: 175' North of Horseback Ln - Perseverance Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	734	SY	\$ 40.00	\$ 32,302.44
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	32,302.44
Estimated Project Cost:	\$	32,400.00
Engineering: (% +/-)	10%	\$ 2,936.59
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	20	\$ 482.22
Medium	213	\$ 5,212.40
Low	1,179	\$ 26,607.82
Compliant	1,361	
Not Prioritized	0	
Subtotal		\$ 32,302.45
Sidewalk Total	2,773	\$ 32,400.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 32,400.00
Unsignalized Intersection Total	\$ 26,300.00
Corridor Total	\$ 58,700.00

End of Project Description for Project 2 Swimming Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Laughing Ln **Corridor ID:** 3
Limits: Swimming Dr - Perseverance Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	121	SY	\$ 40.00	\$ 5,338.29
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	5,338.29
Estimated Project Cost:	\$	5,400.00
Engineering: (% +/-)	10%	\$ 485.30
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	141	\$ 2,098.73
Low	133	\$ 3,239.57
Compliant	647	
Not Prioritized	0	
Subtotal	921	\$ 5,338.30
Sidewalk Total		\$ 5,400.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 5,400.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 5,400.00

End of Project Description for Project 3 Laughing Ln

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Horseback Ln **Corridor ID:** 4
Limits: Swimming Dr - Perseverance Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	443	SY	\$ 40.00	\$ 19,472.58
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	19,472.58
Estimated Project Cost:	\$	19,500.00
Engineering: (% +/-)	10%	\$ 1,770.23
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	36	\$ 868.28
Medium	101	\$ 2,472.98
Low	719	\$ 16,131.33
Compliant	367	
Not Prioritized	0	
Subtotal		\$ 19,472.59
Sidewalk Total	1,223	\$ 19,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 19,500.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 19,500.00

End of Project Description for Project 4 Horseback Ln

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Smiling Dr **Corridor ID:** 5
Limits: Perseverance Dr - 325' west of Perseverance Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	235	SY	\$ 40.00	\$ 10,346.27
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	10,896.27
Estimated Project Cost:	\$	10,900.00
Engineering: (% +/-)	10%	\$ 990.57
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	92	\$ 1,632.72
Medium	117	\$ 2,407.79
Low	280	\$ 6,855.74
Compliant	244	
Not Prioritized	0	
Subtotal	733	\$ 10,896.25
Sidewalk Total		\$ 10,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 10,900.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 10,900.00

End of Project Description for Project 5 Smiling Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Perseverance Dr **Corridor ID:** 6
Limits: Rocky River Rd - 450' West of Happiness Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,052	SY	\$ 40.00	\$ 46,279.80
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	46,279.80
Estimated Project Cost:	\$	46,300.00
Engineering: (% +/-)	10%	\$ 4,207.25
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	52	\$ -
Medium	225	\$ 4,851.66
Low	1,746	\$ 41,428.11
Compliant	1,621	
Not Prioritized	0	
Subtotal	3,644	\$ 46,279.77
Sidewalk Total		\$ 46,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 46,300.00
Unsignalized Intersection Total	\$ 96,500.00
Corridor Total	\$ 142,800.00

End of Project Description for Project 6 Perseverance Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Happiness Rd **Corridor ID:** 7
Limits: Pepper Dr - Pepper Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,737	SY	\$ 40.00	\$ 76,427.90
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	76,427.90
Estimated Project Cost:	\$	76,500.00
Engineering: (% +/-)	10%	\$ 6,947.99
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	23	\$ 552.35
Medium	350	\$ 8,549.81
Low	2,829	\$ 67,325.74
Compliant	1,841	
Not Prioritized	0	
Subtotal		\$ 76,427.90
Sidewalk Total	5,043	\$ 76,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 76,500.00
Unsignalized Intersection Total	\$ 3,100.00
Corridor Total	\$ 79,600.00

End of Project Description for Project 7 Happiness Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Amazing Ct **Corridor ID:** 8
Limits: Happiness Rd - Happiness Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	159	SY	\$ 40.00	\$ 7,002.83
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	7,002.83
Estimated Project Cost:	\$	7,100.00
Engineering: (% +/-)	10%	\$ 636.62
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	36	\$ 872.06
Medium	93	\$ 2,275.03
Low	158	\$ 3,855.74
Compliant	169	
Not Prioritized	0	
Subtotal		\$ 7,002.83
Sidewalk Total	456	\$ 7,100.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 7,100.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 7,100.00

End of Project Description for Project 8 Amazing Ct

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Caprice Ln **Corridor ID:** 9
Limits: Pepper Dr - Happiness Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	196	SY	\$ 40.00	\$ 8,624.73
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	8,624.73
Estimated Project Cost:	\$	8,700.00
Engineering: (% +/-)	10%	\$ 784.07
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	51	\$ -
Medium	157	\$ 2,555.19
Low	248	\$ 6,069.56
Compliant	237	
Not Prioritized	0	
Subtotal		\$ 8,624.75
Sidewalk Total	693	\$ 8,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 8,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 8,700.00

End of Project Description for Project 9 Caprice Ln

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Pepper Dr **Corridor ID:** 10
Limits: Savannah Rd - 125' west of Butterfield Ct
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,683	SY	\$ 40.00	\$ 74,053.02
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	74,603.02
Estimated Project Cost:	\$	74,700.00
Engineering: (% +/-)	10%	\$ 6,782.09
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	60	\$ 1,463.12
Medium	431	\$ 8,031.89
Low	2,709	\$ 65,107.99
Compliant	1,429	
Not Prioritized	0	
Subtotal		\$ 74,603.00
Sidewalk Total	4,629	\$ 74,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 74,700.00
Unsignalized Intersection Total	\$ 59,600.00
Corridor Total	\$ 134,300.00

End of Project Description for Project 10 Pepper Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Butterfield Ct **Corridor ID:** 11
Limits: 425' north of Annelise Dr - Pepper Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	316	SY	\$ 40.00	\$ 13,882.58
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	13,882.58
Estimated Project Cost:	\$	13,900.00
Engineering: (% +/-)	10%	\$ 1,262.05
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	11	\$ 266.07
Medium	0	\$ -
Low	557	\$ 13,616.51
Compliant	1,019	
Not Prioritized	0	
Subtotal		\$ 13,882.58
Sidewalk Total	1,587	\$ 13,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 13,900.00
Unsignalized Intersection Total	\$ 11,800.00
Corridor Total	\$ 25,700.00

End of Project Description for Project 11 Butterfield Ct

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Annelise Dr **Corridor ID:** 12
Limits: Savannah Rd - Butterfield Ct
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	928	SY	\$ 40.00	\$ 40,818.72
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	40,818.72
Estimated Project Cost:	\$	40,900.00
Engineering: (% +/-)	10%	\$ 3,710.79
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	37	\$ 896.03
Medium	19	\$ 466.38
Low	1,699	\$ 39,456.34
Compliant	2,268	
Not Prioritized	0	
Subtotal		\$ 40,818.74
Sidewalk Total	4,023	\$ 40,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 40,900.00
Unsignalized Intersection Total	\$ 19,300.00
Corridor Total	\$ 60,200.00

End of Project Description for Project 12 Annelise Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Warwick Ln **Corridor ID:** 13
Limits: Savannah Rd - Annelise Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	310	SY	\$ 40.00	\$ 13,640.57
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	14,190.57
Estimated Project Cost:	\$	14,200.00
Engineering: (% +/-)	10%	\$ 1,290.05
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	56	\$ 257.31
Medium	151	\$ 1,074.75
Low	526	\$ 12,858.50
Compliant	1,245	
Not Prioritized	0	
Subtotal		\$ 14,190.57
Sidewalk Total	1,978	\$ 14,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 14,200.00
Unsignalized Intersection Total	\$ 21,600.00
Corridor Total	\$ 35,800.00

End of Project Description for Project 13 Warwick Ln

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Benhill Dr **Corridor ID:** 14
Limits: Robinson Church Rd - Warwick Ln
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	705	SY	\$ 40.00	\$ 31,036.90
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	31,036.90
Estimated Project Cost:	\$	31,100.00
Engineering: (% +/-)	10%	\$ 2,821.54
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	88	\$ 997.38
Medium	267	\$ 5,311.58
Low	1,012	\$ 24,727.94
Compliant	1,761	
Not Prioritized	0	
Subtotal		\$ 31,036.91
Sidewalk Total	3,128	\$ 31,100.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 31,100.00
Unsignalized Intersection Total	\$ 21,900.00
Corridor Total	\$ 53,000.00

End of Project Description for Project 14 Benhill Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Savannah Rd **Corridor ID:** 15
Limits: Benhill Dr - 725' west of Warwick Ln
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,158	SY	\$ 40.00	\$ 50,961.03
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	50,961.03
Estimated Project Cost:	\$	51,000.00
Engineering: (% +/-)	10%	\$ 4,632.82
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	11	\$ 274.97
Medium	113	\$ 2,766.62
Low	1,960	\$ 47,919.46
Compliant	1,951	
Not Prioritized	0	
Subtotal		\$ 50,961.05
Sidewalk Total	4,035	\$ 51,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 51,000.00
Unsignalized Intersection Total	\$ 19,500.00
Corridor Total	\$ 70,500.00

End of Project Description for Project 15 Savannah Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Savannah Rd **Corridor ID:** 16
Limits: Benhill Dr - 25' north of Rocky River Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	644	SY	\$ 40.00	\$ 28,320.56
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	28,320.56
Estimated Project Cost:	\$	28,400.00
Engineering: (% +/-)	10%	\$ 2,574.60
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	63	\$ 1,537.38
Medium	220	\$ 3,305.75
Low	1,001	\$ 23,477.41
Compliant	1,559	
Not Prioritized	0	
Subtotal		\$ 28,320.56
Sidewalk Total	2,843	\$ 28,400.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 28,400.00
Unsignalized Intersection Total	\$ 55,500.00
Corridor Total	\$ 83,900.00

End of Project Description for Project 16 Savannah Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Burnage Hall Rd **Corridor ID:** 17
Limits: 250' north of Grovesner St - 375' south of Houndslow Ln
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,020	SY	\$ 40.00	\$ 44,878.96
2612000000-E	6" Concrete Driveway	14	SY	\$ 100.00	\$ 1,528.03
0163000000-E	Removal Of Existing Concrete Pavement	14	SY	\$ 10.00	\$ 152.80
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	47,109.79
Estimated Project Cost:	\$	47,200.00
Engineering: (% +/-)	10%	\$ 4,282.71
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	213	\$ 3,866.09
Medium	446	\$ 7,733.02
Low	1,483	\$ 35,510.62
Compliant	1,618	
Not Prioritized	0	
Subtotal		\$ 47,109.74
Sidewalk Total	3,760	\$ 47,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 47,200.00
Unsignalized Intersection Total	\$ 148,100.00
Corridor Total	\$ 195,300.00

End of Project Description for Project 17 Burnage Hall Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Burgundy Ridge Dr **Corridor ID:** 18
Limits: Burnage Hall Rd - 675' south of Burnage Hall Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	163	SY	\$ 40.00	\$ 7,188.48
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	7,188.48
Estimated Project Cost:	\$	7,200.00
Engineering: (% +/-)	10%	\$ 653.50
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	8	\$ 203.74
Medium	0	\$ -
Low	296	\$ 6,984.74
Compliant	695	
Not Prioritized	0	
Subtotal	999	\$ 7,188.48
Sidewalk Total		\$ 7,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 7,200.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 7,200.00

End of Project Description for Project 18 Burgundy Ridge Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 08/11/21

Corridor: Mossycup Trl
Limits: 750' east of Burnage Hall Rd - Burnage Hall Rd
Town: Harrisburg

Corridor ID: 19

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	111	SY	\$ 40.00	\$ 4,898.40
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,898.40
Estimated Project Cost:	\$	4,900.00
Engineering: (% +/-)	10%	\$ 445.31
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	53	\$ 605.07
Low	190	\$ 4,293.34
Compliant	604	
Not Prioritized	0	
Subtotal		\$ 4,898.41
Sidewalk Total	847	\$ 4,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 4,900.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 4,900.00

End of Project Description for Project 19 Mossycup Trl

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Burnage Hall Rd **Corridor ID:** 20
Limits: 600' south of Magnolia Springs Dr - 200' south of Mosscup Trl
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	423	SY	\$ 40.00	\$ 18,628.61
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	34	SY	\$ 50.00	\$ 1,865.12
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	34	SY	\$ 20.00	\$ 746.05

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	21,239.78
Estimated Project Cost:	\$	21,300.00
Engineering: (% +/-)	10%	\$ 1,930.89
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	40	\$ 3,582.92
Medium	132	\$ 3,017.66
Low	655	\$ 15,317.41
Compliant	2,050	
Not Prioritized	0	
Subtotal		\$ 21,918.00
Sidewalk Total	2,877	\$ 22,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 21,300.00
Unsignalized Intersection Total	\$ 66,900.00
Corridor Total	\$ 88,200.00

End of Project Description for Project 20 Burnage Hall Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: McMillian Dr **Corridor ID:** 21
Limits: Burnage Hall Rd - Rocky River Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	45	SY	\$ 40.00	\$ 1,961.26
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	1,961.26
Estimated Project Cost:	\$	2,000.00
Engineering: (% +/-)	10%	\$ 178.30
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	80	\$ 1,961.26
Low	104	\$ -
Compliant	187	\$ -
Not Prioritized	0	\$ -
Subtotal	371	\$ 1,961.26
Sidewalk Total		\$ 2,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 2,000.00
Unsignalized Intersection Total	\$ 19,300.00
Corridor Total	\$ 21,300.00

End of Project Description for Project 21 McMillian Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Verbena Ct **Corridor ID:** 22
Limits: 125' east of Burnage Hall Rd - Burnage Hall Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	0	SY	\$ 40.00	\$ -
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	-
Estimated Project Cost:	\$	-
Engineering: (% +/-)	10%	\$ -
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	36	\$ -
Compliant	115	
Not Prioritized	0	
Subtotal		\$ -
Sidewalk Total	151	\$ -

Corridor Summary

Facility	Cost
Sidewalk Total	\$ -
Unsignalized Intersection Total	\$ -
Corridor Total	\$ -

End of Project Description for Project 22 Verbena Ct

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Saucercup Ter **Corridor ID:** 23
Limits: 325' east of Burnage Hall Rd - Burnage Hall Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	103	SY	\$ 40.00	\$ 4,514.09
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,514.09
Estimated Project Cost:	\$	4,600.00
Engineering: (% +/-)	10%	\$ 410.37
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	28	\$ -
Low	188	\$ 4,514.08
Compliant	167	
Not Prioritized	0	
Subtotal	383	\$ 4,514.08
Sidewalk Total		\$ 4,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 4,600.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 4,600.00

End of Project Description for Project 23 Saucercup Ter

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Magnolia Springs Dr **Corridor ID:** 24
Limits: 200' north of Rocky River Rd - Burnage Hall Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	206	SY	\$ 40.00	\$ 9,077.11
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	9,077.11
Estimated Project Cost:	\$	9,100.00
Engineering: (% +/-)	10%	\$ 825.19
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	39	\$ 756.24
Low	397	\$ 8,320.86
Compliant	759	
Not Prioritized	0	
Subtotal		\$ 9,077.10
Sidewalk Total	1,195	\$ 9,100.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 9,100.00
Unsignalized Intersection Total	\$ 32,900.00
Corridor Total	\$ 42,000.00

End of Project Description for Project 24 Magnolia Springs Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Farmington Ridge Pwky **Corridor ID:** 25
Limits: 300' south of Tom Query Rd - 150' south of Sunburst Ln
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	208	SY	\$ 40.00	\$ 9,132.85
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,100.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	10,232.85
Estimated Project Cost:	\$	10,300.00
Engineering: (% +/-)	10%	\$ 930.26
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	83	\$ 1,017.12
Medium	89	\$ 1,100.00
Low	332	\$ 8,115.73
Compliant	529	
Not Prioritized	0	
Subtotal		\$ 10,232.85
Sidewalk Total	1,033	\$ 10,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 10,300.00
Unsignalized Intersection Total	\$ 69,100.00
Corridor Total	\$ 79,400.00

End of Project Description for Project 25 Farmington Ridge Pwky

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 08/11/21

Corridor: Cutter Crossing **Corridor ID:** 26
Limits: Hayfield Rd - Sunburst Ln
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	334	SY	\$ 40.00	\$ 14,681.21
2612000000-E	6" Concrete Driveway	33	SY	\$ 100.00	\$ 3,621.50
0163000000-E	Removal Of Existing Concrete Pavement	33	SY	\$ 10.00	\$ 362.15
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	33	SY	\$ 50.00	\$ 1,837.90
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	33	SY	\$ 20.00	\$ 735.16

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	21,237.93
Estimated Project Cost:	\$	21,300.00
Engineering: (% +/-)	10%	\$ 1,930.72
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	222	\$ 9,317.65
Low	570	\$ 12,588.59
Compliant	586	
Not Prioritized	0	
Subtotal		\$ 21,906.24
Sidewalk Total	1,378	\$ 22,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 21,300.00
Unsignalized Intersection Total	\$ 21,500.00
Corridor Total	\$ 42,800.00

End of Project Description for Project 26 Cutter Crossing

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Sunburst Ln **Corridor ID:** 27
Limits: Farmington Ridge Pkwy - Tom Query Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,158	SY	\$ 40.00	\$ 50,948.29
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	34	SY	\$ 50.00	\$ 1,863.38
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	34	SY	\$ 20.00	\$ 745.35

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	54,107.02
Estimated Project Cost:	\$	54,200.00
Engineering: (% +/-)	10%	\$ 4,918.82
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	164	\$ 1,275.10
Medium	243	\$ 8,527.82
Low	1,892	\$ 44,981.66
Compliant	1,197	
Not Prioritized	0	
Subtotal		\$ 54,784.58
Sidewalk Total	3,496	\$ 54,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 54,200.00
Unsignalized Intersection Total	\$ 15,400.00
Corridor Total	\$ 69,600.00

End of Project Description for Project 27 Sunburst Ln

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Hayfield Rd **Corridor ID:** 28
Limits: 275' east of Farmington Ridge Pkwy - Farmington Ridge Pkwy
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	214	SY	\$ 40.00	\$ 9,428.51
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	38	SY	\$ 50.00	\$ 2,107.77
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	38	SY	\$ 20.00	\$ 843.11

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	12,379.38
Estimated Project Cost:	\$	12,400.00
Engineering: (% +/-)	10%	\$ 1,125.40
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	175	\$ 141.96
Medium	65	\$ 3,771.98
Low	380	\$ 9,231.91
Compliant	501	
Not Prioritized	0	
Subtotal		\$ 13,145.86
Sidewalk Total	1,121	\$ 13,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 12,400.00
Unsignalized Intersection Total	\$ 49,900.00
Corridor Total	\$ 62,300.00

End of Project Description for Project 28 Hayfield Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Asheby Dr **Corridor ID:** 29
Limits: Underwood Ave - Tom Query Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	431	SY	\$ 40.00	\$ 18,983.08
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	18,983.08
Estimated Project Cost:	\$	19,000.00
Engineering: (% +/-)	10%	\$ 1,725.73
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	12	\$ 288.71
Medium	224	\$ 3,171.45
Low	655	\$ 15,522.91
Compliant	557	
Not Prioritized	0	
Subtotal		\$ 18,983.07
Sidewalk Total	1,448	\$ 19,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 19,000.00
Unsignalized Intersection Total	\$ 12,800.00
Corridor Total	\$ 31,800.00

End of Project Description for Project 29 Asheby Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Wembley Ct **Corridor ID:** 30
Limits: Asheby Dr - 200' west of Asheby Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	309	SY	\$ 40.00	\$ 13,583.30
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	13,583.30
Estimated Project Cost:	\$	13,600.00
Engineering: (% +/-)	10%	\$ 1,234.85
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	22	\$ 536.77
Medium	219	\$ 3,497.11
Low	410	\$ 9,549.43
Compliant	276	
Not Prioritized	0	
Subtotal		\$ 13,583.31
Sidewalk Total	927	\$ 13,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 13,600.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 13,600.00

End of Project Description for Project 30 Wembley Ct

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Aldersgate Ave **Corridor ID:** 31
Limits: 200' east of Cotswold Ct - 200' west of Cotswold Ct
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	389	SY	\$ 40.00	\$ 17,100.26
2612000000-E	6" Concrete Driveway	48	SY	\$ 100.00	\$ 5,247.03
0163000000-E	Removal Of Existing Concrete Pavement	48	SY	\$ 10.00	\$ 524.70
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	22,871.99
Estimated Project Cost:	\$	22,900.00
Engineering: (% +/-)	10%	\$ 2,079.27
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	56	\$ 3,034.59
Medium	138	\$ 4,304.25
Low	574	\$ 15,533.13
Compliant	242	
Not Prioritized	0	
Subtotal		\$ 22,871.97
Sidewalk Total	1,010	\$ 22,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 22,900.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 22,900.00

End of Project Description for Project 31 Aldersgate Ave

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Underwood Ave **Corridor ID:** 32
Limits: 225' south of Robindale Dr - 125' west of Asheby Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,762	SY	\$ 40.00	\$ 77,544.54
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	2	LS	\$ 1,000.00	\$ 2,200.00
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	80,294.54
Estimated Project Cost:	\$	80,300.00
Engineering: (% +/-)	10%	\$ 7,299.50
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	206	\$ 6,302.02
Medium	851	\$ 16,837.47
Low	2,400	\$ 57,155.04
Compliant	1,352	
Not Prioritized	0	
Subtotal		\$ 80,294.53
Sidewalk Total	4,809	\$ 80,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 80,300.00
Unsignalized Intersection Total	\$ 101,600.00
Corridor Total	\$ 181,900.00

End of Project Description for Project 32 Underwood Ave

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Cotswold Ct **Corridor ID:** 33
Limits: 550' north of Underwood Ave - Aldersgate Ave
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	857	SY	\$ 40.00	\$ 37,703.38
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,100.00
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,100.00
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	40,453.38
Estimated Project Cost:	\$	40,500.00
Engineering: (% +/-)	10%	\$ 3,677.58
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	86	\$ 4,420.67
Medium	378	\$ 7,583.37
Low	1,240	\$ 28,449.34
Compliant	1,054	
Not Prioritized	0	
Subtotal	2,758	\$ 40,453.38
Sidewalk Total		\$ 40,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 40,500.00
Unsignalized Intersection Total	\$ 7,000.00
Corridor Total	\$ 47,500.00

End of Project Description for Project 33 Cotswold Ct

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Weathersford PI **Corridor ID:** 34
Limits: Underwood Ave -
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	291	SY	\$ 40.00	\$ 12,809.23
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	12,809.23
Estimated Project Cost:	\$	12,900.00
Engineering: (% +/-)	10%	\$ 1,164.48
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	207	\$ 3,262.50
Low	408	\$ 9,546.71
Compliant	112	
Not Prioritized	0	
Subtotal		\$ 12,809.22
Sidewalk Total	727	\$ 12,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 12,900.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 12,900.00

End of Project Description for Project 34 Weathersford PI

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Foxcroft Ln **Corridor ID:** 35
Limits: Underwood Ave - 600' south of Underwood Ave
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	493	SY	\$ 40.00	\$ 21,679.30
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	22,229.30
Estimated Project Cost:	\$	22,300.00
Engineering: (% +/-)	10%	\$ 2,020.85
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	48	\$ 1,094.79
Medium	112	\$ 3,268.79
Low	758	\$ 17,865.76
Compliant	530	
Not Prioritized	0	
Subtotal		\$ 22,229.34
Sidewalk Total	1,448	\$ 22,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 22,300.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 22,300.00

End of Project Description for Project 35 Foxcroft Ln

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Robindale Dr **Corridor ID:** 36
Limits: Caldwell Rd - Underwood Ave
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	92	SY	\$ 40.00	\$ 4,061.05
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,061.05
Estimated Project Cost:	\$	4,100.00
Engineering: (% +/-)	10%	\$ 369.19
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	30	\$ -
Medium	50	\$ 1,228.83
Low	120	\$ 2,832.22
Compliant	188	
Not Prioritized	0	
Subtotal		\$ 4,061.06
Sidewalk Total	388	\$ 4,100.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 4,100.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 4,100.00

End of Project Description for Project 36 Robindale Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Pepsi Way **Corridor ID:** 37
Limits: NC-49 - 975' south of NC-49
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	744	SY	\$ 40.00	\$ 32,740.06
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	141	SY	\$ 50.00	\$ 7,774.98
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,100.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	141	SY	\$ 20.00	\$ 3,109.99

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	44,725.03
Estimated Project Cost:	\$	44,800.00
Engineering: (% +/-)	10%	\$ 4,065.91
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	89	\$ 4,703.23
Low	1,413	\$ 40,021.84
Compliant	561	
Not Prioritized	0	
Subtotal		\$ 44,725.06
Sidewalk Total	2,063	\$ 44,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 44,800.00
Unsignalized Intersection Total	\$ 22,000.00
Corridor Total	\$ 66,800.00

End of Project Description for Project 37 Pepsi Way

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Sims Pkwy **Corridor ID:** 38
Limits: 200' south of NC-49 - Forest St
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	505	SY	\$ 40.00	\$ 22,216.86
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	104	SY	\$ 50.00	\$ 5,737.10
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,100.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	104	SY	\$ 20.00	\$ 2,294.84

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	31,348.80
Estimated Project Cost:	\$	31,400.00
Engineering: (% +/-)	10%	\$ 2,849.89
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	35	\$ 3,004.95
Medium	132	\$ 3,474.98
Low	821	\$ 24,868.89
Compliant	792	
Not Prioritized	0	
Subtotal		\$ 31,348.81
Sidewalk Total	1,780	\$ 31,400.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 31,400.00
Unsignalized Intersection Total	\$ 35,100.00
Corridor Total	\$ 66,500.00

End of Project Description for Project 38 Sims Pkwy

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Forest St **Corridor ID:** 39
Limits: Sims Pkwy - 250' west of Sims Pkwy
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	33	SY	\$ 40.00	\$ 1,441.75
2612000000-E	6" Concrete Driveway	61	SY	\$ 100.00	\$ 6,704.63
0163000000-E	Removal Of Existing Concrete Pavement	61	SY	\$ 10.00	\$ 670.46
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	8,816.85
Estimated Project Cost:	\$	8,900.00
Engineering: (% +/-)	10%	\$ 801.53
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	55	\$ 7,375.09
Medium	29	\$ -
Low	59	\$ 1,441.76
Compliant	156	
Not Prioritized	0	
Subtotal		\$ 8,816.85
Sidewalk Total	299	\$ 8,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 8,900.00
Unsignalized Intersection Total	\$ 4,700.00
Corridor Total	\$ 13,600.00

End of Project Description for Project 39 Forest St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 08/11/21

Corridor: Morris Dr **Corridor ID:** 40
Limits: School Ave - Morehead Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,005	SY	\$ 40.00	\$ 44,230.37
2612000000-E	6" Concrete Driveway	43	SY	\$ 100.00	\$ 4,783.53
0163000000-E	Removal Of Existing Concrete Pavement	43	SY	\$ 10.00	\$ 478.35
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	346	SY	\$ 50.00	\$ 19,035.04
---	Welded Steel Grate	1	EA	\$ 1,300.00	\$ 1,430.00
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,100.00
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	346	SY	\$ 20.00	\$ 7,614.02

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	79,221.31
Estimated Project Cost:	\$	79,300.00
Engineering: (% +/-)	10%	\$ 7,201.94
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	197	\$ 16,711.87
Medium	554	\$ 25,327.85
Low	1,472	\$ 37,181.58
Compliant	592	
Not Prioritized	0	
Subtotal		\$ 79,221.31
Sidewalk Total	2,815	\$ 79,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 79,300.00
Unsignalized Intersection Total	\$ 63,000.00
Corridor Total	\$ 142,300.00

End of Project Description for Project 40 Morris Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: School Ave **Corridor ID:** 41
Limits: Morris Dr - NC-49
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	101	SY	\$ 40.00	\$ 4,461.45
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,461.45
Estimated Project Cost:	\$	4,500.00
Engineering: (% +/-)	10%	\$ 405.59
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	66	\$ 1,615.09
Medium	0	\$ -
Low	116	\$ 2,846.37
Compliant	148	
Not Prioritized	0	
Subtotal	330	\$ 4,461.46
Sidewalk Total		\$ 4,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 4,500.00
Unsignalized Intersection Total	\$ 2,000.00
Corridor Total	\$ 6,500.00

End of Project Description for Project 41 School Ave

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: School Cir **Corridor ID:** 42
Limits: 525' south of NC-49 - Robinson Church Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	533	SY	\$ 40.00	\$ 23,460.18
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	18	SY	\$ 50.00	\$ 1,017.35
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,100.00
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,100.00
---	Remove Temporary Obstruction	4	LS	\$ 500.00	\$ 2,200.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	18	SY	\$ 20.00	\$ 406.94

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	29,284.47
Estimated Project Cost:	\$	29,300.00
Engineering: (% +/-)	10%	\$ 2,662.22
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	275	\$ 9,341.35
Medium	207	\$ 5,540.92
Low	589	\$ 14,402.17
Compliant	619	
Not Prioritized	0	
Subtotal		\$ 29,284.44
Sidewalk Total	1,690	\$ 29,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 29,300.00
Unsignalized Intersection Total	\$ 40,000.00
Corridor Total	\$ 69,300.00

End of Project Description for Project 42 School Cir

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 08/11/21

Corridor: Physicians Blvd
Limits: 125' east of Harrisburg Pl - Harrisburg Plz
Town: Harrisburg

Corridor ID: 43

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	129	SY	\$ 40.00	\$ 5,667.17
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	5,667.17
Estimated Project Cost:	\$	5,700.00
Engineering: (% +/-)	10%	\$ 515.20
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	25	\$ 616.41
Low	146	\$ 5,050.76
Compliant	178	
Not Prioritized	0	
Subtotal		\$ 5,667.17
Sidewalk Total	349	\$ 5,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 5,700.00
Unsignalized Intersection Total	\$ 10,400.00
Corridor Total	\$ 16,100.00

End of Project Description for Project 43 Physicians Blvd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Harrisburg Plz **Corridor ID:** 44
Limits: Carl Parmer Dr - 200' south of Main St
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	170	SY	\$ 40.00	\$ 7,484.98
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	53	SY	\$ 50.00	\$ 2,922.95
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	53	SY	\$ 20.00	\$ 1,169.18

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	11,577.11
Estimated Project Cost:	\$	11,600.00
Engineering: (% +/-)	10%	\$ 1,052.46
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	58	\$ 1,418.97
Medium	48	\$ 4,092.12
Low	353	\$ 6,066.03
Compliant	820	
Not Prioritized	0	
Subtotal		\$ 11,577.11
Sidewalk Total	1,279	\$ 11,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 11,600.00
Unsignalized Intersection Total	\$ 51,400.00
Corridor Total	\$ 63,000.00

End of Project Description for Project 44 Harrisburg Plz

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Carl Parmer Dr **Corridor ID:** 45
Limits: 275' east of Tyrel Dr - Harrisburg Plz
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	710	SY	\$ 40.00	\$ 31,226.35
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	29	SY	\$ 50.00	\$ 1,589.42
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,100.00
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	29	SY	\$ 20.00	\$ 635.77

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	34,551.54
Estimated Project Cost:	\$	34,600.00
Engineering: (% +/-)	10%	\$ 3,141.05
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	102	\$ 2,931.46
Medium	153	\$ 3,751.72
Low	1,105	\$ 27,868.36
Compliant	1,372	
Not Prioritized	0	
Subtotal		\$ 34,551.53
Sidewalk Total	2,732	\$ 34,600.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 34,600.00
Unsignalized Intersection Total	\$ 47,700.00
Corridor Total	\$ 82,300.00

End of Project Description for Project 45 Carl Parmer Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Professional Blvd **Corridor ID:** 46
Limits: 100' north of Carl Parmer Dr - 150' south of Main St
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	775	SY	\$ 40.00	\$ 34,092.70
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,100.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	35,192.70
Estimated Project Cost:	\$	35,200.00
Engineering: (% +/-)	10%	\$ 3,199.34
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	336	\$ 9,266.36
Low	931	\$ 25,926.34
Compliant	1,221	
Not Prioritized	0	
Subtotal	2,488	\$ 35,192.70
Sidewalk Total		\$ 35,200.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 35,200.00
Unsignalized Intersection Total	\$ 38,400.00
Corridor Total	\$ 73,600.00

End of Project Description for Project 46 Professional Blvd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Carl Parmer Dr **Corridor ID:** 47
Limits: 100' north of Carl Parmer Dr - Carl Parmer Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	98	SY	\$ 40.00	\$ 4,316.70
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,316.70
Estimated Project Cost:	\$	4,400.00
Engineering: (% +/-)	10%	\$ 392.43
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	177	\$ 4,316.70
Compliant	0	
Not Prioritized	0	
Subtotal		\$ 4,316.70
Sidewalk Total	177	\$ 4,400.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 4,400.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 4,400.00

End of Project Description for Project 47 Carl Parmer Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 08/11/21

Corridor: Lentz Way **Corridor ID:** 48
Limits: Carl Parmer Dr - Center Place Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	173	SY	\$ 40.00	\$ 7,617.10
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	7,617.10
Estimated Project Cost:	\$	7,700.00
Engineering: (% +/-)	10%	\$ 692.46
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	41	\$ 1,001.79
Low	271	\$ 6,615.30
Compliant	295	
Not Prioritized	0	
Subtotal		\$ 7,617.09
Sidewalk Total	607	\$ 7,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 7,700.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 7,700.00

End of Project Description for Project 48 Lentz Way

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Tyrel Dr **Corridor ID:** 49
Limits: Carl Parmer Dr - Center Place Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	118	SY	\$ 40.00	\$ 5,202.04
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	5,202.04
Estimated Project Cost:	\$	5,300.00
Engineering: (% +/-)	10%	\$ 472.91
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	236	\$ 5,202.04
Compliant	371	
Not Prioritized	0	
Subtotal		\$ 5,202.04
Sidewalk Total	607	\$ 5,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 5,300.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 5,300.00

End of Project Description for Project 49 Tyrel Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 08/11/21

Corridor: Carl Parmer Dr **Corridor ID:** 50
Limits: Carl Parmer Dr - Carl Parmer Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	179	SY	\$ 40.00	\$ 7,894.10
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	7,894.10
Estimated Project Cost:	\$	7,900.00
Engineering: (% +/-)	10%	\$ 717.65
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	109	\$ 2,664.71
Medium	75	\$ 1,841.26
Low	139	\$ 3,388.15
Compliant	148	
Not Prioritized	0	
Subtotal	471	\$ 7,894.12
Sidewalk Total		\$ 7,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 7,900.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 7,900.00

End of Project Description for Project 50 Carl Parmer Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 08/11/21

Corridor: Carl Parmer Dr
Limits: 200' north of Center Place Dr - Ruckus Rd
Town: Harrisburg

Corridor ID: 51

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	642	SY	\$ 40.00	\$ 28,226.94
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	2	LS	\$ 1,000.00	\$ 2,200.00
---	Remove Obstruction	1	LS	\$ 1,000.00	\$ 1,100.00
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,100.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	32,626.94
Estimated Project Cost:	\$	32,700.00
Engineering: (% +/-)	10%	\$ 2,966.09
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	37	\$ 3,946.25
Medium	190	\$ 4,903.69
Low	997	\$ 23,777.02
Compliant	1,426	
Not Prioritized	0	
Subtotal		\$ 32,626.96
Sidewalk Total	2,650	\$ 32,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 32,700.00
Unsignalized Intersection Total	\$ 33,600.00
Corridor Total	\$ 66,300.00

End of Project Description for Project 51 Carl Parmer Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 08/11/21

Corridor: Center Place Dr
Limits: 100' east of Carl Parmer Dr - Harrisburg Plz
Town: Harrisburg

Corridor ID: 52

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	581	SY	\$ 40.00	\$ 25,577.33
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	2	LS	\$ 500.00	\$ 1,100.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	26,677.33
Estimated Project Cost:	\$	26,700.00
Engineering: (% +/-)	10%	\$ 2,425.21
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	34	\$ 840.00
Medium	83	\$ 2,561.93
Low	952	\$ 23,275.39
Compliant	2,096	
Not Prioritized	0	
Subtotal		\$ 26,677.33
Sidewalk Total	3,165	\$ 26,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 26,700.00
Unsignalized Intersection Total	\$ 18,000.00
Corridor Total	\$ 44,700.00

End of Project Description for Project 52 Center Place Dr

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Town Center Rd **Corridor ID:** 53
Limits: Carl Parmer Dr - Harrisburg Plz
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,091	SY	\$ 40.00	\$ 47,994.09
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	47,994.09
Estimated Project Cost:	\$	48,000.00
Engineering: (% +/-)	10%	\$ 4,363.10
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	54	\$ 1,308.15
Medium	234	\$ 5,730.90
Low	1,553	\$ 40,955.01
Compliant	1,430	
Not Prioritized	0	
Subtotal		\$ 47,994.07
Sidewalk Total	3,271	\$ 48,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 48,000.00
Unsignalized Intersection Total	\$ 6,000.00
Corridor Total	\$ 54,000.00

End of Project Description for Project 53 Town Center Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Main St **Corridor ID:** 54
Limits: 125' east of Town Hall Pl - Harrisburg Plz
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	665	SY	\$ 40.00	\$ 29,239.78
2612000000-E	6" Concrete Driveway	29	SY	\$ 100.00	\$ 3,177.48
0163000000-E	Removal Of Existing Concrete Pavement	29	SY	\$ 10.00	\$ 317.75
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	29	SY	\$ 50.00	\$ 1,610.10
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	1	LS	\$ 1,000.00	\$ 1,100.00
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	29	SY	\$ 20.00	\$ 644.04

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	36,089.15
Estimated Project Cost:	\$	36,100.00
Engineering: (% +/-)	10%	\$ 3,280.83
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	11	\$ 1,100.00
Medium	105	\$ 5,737.38
Low	763	\$ 29,251.76
Compliant	1,399	
Not Prioritized	0	
Subtotal	2,278	\$ 36,089.14
Sidewalk Total		\$ 36,100.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 36,100.00
Unsignalized Intersection Total	\$ 57,600.00
Corridor Total	\$ 93,700.00

End of Project Description for Project 54 Main St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Town Hall PI **Corridor ID:** 55
Limits: Town Center Rd - 200' south of Town Center Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	210	SY	\$ 40.00	\$ 9,254.06
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	9,254.06
Estimated Project Cost:	\$	9,300.00
Engineering: (% +/-)	10%	\$ 841.28
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	70	\$ 2,719.72
Low	189	\$ 6,534.34
Compliant	470	
Not Prioritized	0	
Subtotal		\$ 9,254.06
Sidewalk Total	729	\$ 9,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 9,300.00
Unsignalized Intersection Total	\$ 5,100.00
Corridor Total	\$ 14,400.00

End of Project Description for Project 55 Town Hall PI

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Kee Ln **Corridor ID:** 56
Limits: Center Place Dr - Main St
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	747	SY	\$ 40.00	\$ 32,863.79
2612000000-E	6" Concrete Driveway	55	SY	\$ 100.00	\$ 6,003.68
0163000000-E	Removal Of Existing Concrete Pavement	55	SY	\$ 10.00	\$ 600.37
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	64	SY	\$ 50.00	\$ 3,529.65
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	64	SY	\$ 20.00	\$ 1,411.86

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	44,959.36
Estimated Project Cost:	\$	45,000.00
Engineering: (% +/-)	10%	\$ 4,087.21
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	142	\$ 6,339.63
Low	1,032	\$ 38,619.71
Compliant	2,137	
Not Prioritized	0	
Subtotal		\$ 44,959.34
Sidewalk Total	3,311	\$ 45,000.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 45,000.00
Unsignalized Intersection Total	\$ 72,700.00
Corridor Total	\$ 117,700.00

End of Project Description for Project 56 Kee Ln

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Hagler St **Corridor ID:** 57
Limits: 275' east of Main St - Kee Ln
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	152	SY	\$ 40.00	\$ 6,679.15
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	100	SY	\$ 50.00	\$ 5,510.25
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	100	SY	\$ 20.00	\$ 2,204.10

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	14,393.50
Estimated Project Cost:	\$	14,400.00
Engineering: (% +/-)	10%	\$ 1,308.50
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	20	\$ 486.27
Low	309	\$ 13,907.22
Compliant	1,225	
Not Prioritized	0	
Subtotal		\$ 14,393.49
Sidewalk Total	1,554	\$ 14,400.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 14,400.00
Unsignalized Intersection Total	\$ 12,800.00
Corridor Total	\$ 27,200.00

End of Project Description for Project 57 Hagler St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Ruckus Rd **Corridor ID:** 58
Limits: Carl Parmer Dr - NC-49
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	47	SY	\$ 40.00	\$ 2,075.76
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	35	SY	\$ 50.00	\$ 1,945.07
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	35	SY	\$ 20.00	\$ 778.03

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,798.86
Estimated Project Cost:	\$	4,800.00
Engineering: (% +/-)	10%	\$ 436.26
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	32	\$ 2,723.09
Low	85	\$ 2,075.77
Compliant	180	
Not Prioritized	0	
Subtotal	297	\$ 4,798.86
Sidewalk Total		\$ 4,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 4,800.00
Unsignalized Intersection Total	\$ 4,700.00
Corridor Total	\$ 9,500.00

End of Project Description for Project 58 Ruckus Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Financial Way **Corridor ID:** 59
Limits: 50' west of Ruckus Rd - Main St
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	196	SY	\$ 40.00	\$ 8,630.51
2612000000-E	6" Concrete Driveway	101	SY	\$ 100.00	\$ 11,101.16
0163000000-E	Removal Of Existing Concrete Pavement	101	SY	\$ 10.00	\$ 1,110.12
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	20,841.78
Estimated Project Cost:	\$	20,900.00
Engineering: (% +/-)	10%	\$ 1,894.71
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	30	\$ 3,975.80
Medium	83	\$ 8,776.81
Low	313	\$ 8,089.18
Compliant	200	
Not Prioritized	0	
Subtotal		\$ 20,841.79
Sidewalk Total	626	\$ 20,900.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 20,900.00
Unsignalized Intersection Total	\$ 16,300.00
Corridor Total	\$ 37,200.00

End of Project Description for Project 59 Financial Way

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Main St **Corridor ID:** 60
Limits: Hagler St - NC-49
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	419	SY	\$ 40.00	\$ 18,450.51
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	18,450.51
Estimated Project Cost:	\$	18,500.00
Engineering: (% +/-)	10%	\$ 1,677.32
Contingency: (% +/-)	0%	\$ -

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.

Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	492	\$ 18,450.50
Compliant	1,014	
Not Prioritized	0	
Subtotal		\$ 18,450.50
Sidewalk Total	1,506	\$ 18,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 18,500.00
Unsignalized Intersection Total	\$ 28,300.00
Corridor Total	\$ 46,800.00

End of Project Description for Project 60 Main St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Main St **Corridor ID:** 61
Limits: Main St - 150' west of Main St
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	0	SY	\$ 40.00	\$ -
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	-
Estimated Project Cost:	\$	-
Engineering: (% +/-)	10%	\$ -
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	0	\$ -
Medium	0	\$ -
Low	0	\$ -
Compliant	166	
Not Prioritized	0	
Subtotal		\$ -
Sidewalk Total	166	\$ -

Corridor Summary

Facility	Cost
Sidewalk Total	\$ -
Unsignalized Intersection Total	\$ -
Corridor Total	\$ -

End of Project Description for Project 61 Main St

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Rocky River Crossing Rd **Corridor ID:** 62
Limits: Roberta Rd - 150' west of Maplevue Pl
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	1,397	SY	\$ 40.00	\$ 61,462.43
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	1	LS	\$ 500.00	\$ 550.00
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	62,012.43
Estimated Project Cost:	\$	62,100.00
Engineering: (% +/-)	10%	\$ 5,637.49
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	127	\$ 2,249.00
Medium	262	\$ 5,348.41
Low	2,107	\$ 54,415.02
Compliant	2,830	
Not Prioritized	0	
Subtotal		\$ 62,012.43
Sidewalk Total	5,326	\$ 62,100.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 62,100.00
Unsignalized Intersection Total	\$ 89,200.00
Corridor Total	\$ 151,300.00

End of Project Description for Project 62 Rocky River Crossing Rd

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Rock River Road **Corridor ID:** 63
Limits: 300' east of Starwood Dr - 700' west of Plaza Rd Ext
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	812	SY	\$ 40.00	\$ 35,706.61
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	118	SY	\$ 50.00	\$ 6,479.67
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	118	SY	\$ 20.00	\$ 2,591.87

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	44,778.15
Estimated Project Cost:	\$	44,800.00
Engineering: (% +/-)	10%	\$ 4,070.74
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	108	\$ 992.75
Medium	178	\$ 6,336.76
Low	1,349	\$ 37,448.65
Compliant	1,363	
Not Prioritized	0	
Subtotal		\$ 44,778.16
Sidewalk Total	2,998	\$ 44,800.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 44,800.00
Unsignalized Intersection Total	\$ 51,500.00
Corridor Total	\$ 96,300.00

End of Project Description for Project 63 Rock River Road

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Rock River Road **Corridor ID:** 64
Limits: Savannah Rd - 1900' south of Perseverance Dr
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	487	SY	\$ 40.00	\$ 21,412.68
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	21,412.68
Estimated Project Cost:	\$	21,500.00
Engineering: (% +/-)	10%	\$ 1,946.61
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	165	\$ 4,503.53
Medium	143	\$ 2,604.55
Low	637	\$ 14,304.60
Compliant	1,631	
Not Prioritized	0	
Subtotal		\$ 21,412.68
Sidewalk Total	2,576	\$ 21,500.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 21,500.00
Unsignalized Intersection Total	\$ -
Corridor Total	\$ 21,500.00

End of Project Description for Project 64 Rock River Road

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Rock River Road **Corridor ID:** 65
Limits: 200' west of Quail Hollow Dr - Live Oak Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	233	SY	\$ 40.00	\$ 10,236.28
2612000000-E	6" Concrete Driveway	0	SY	\$ 100.00	\$ -
0163000000-E	Removal Of Existing Concrete Pavement	0	SY	\$ 10.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	0	SY	\$ 50.00	\$ -
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	0	SY	\$ 20.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	10,236.28
Estimated Project Cost:	\$	10,300.00
Engineering: (% +/-)	10%	\$ 930.57
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	23	\$ 560.52
Medium	0	\$ -
Low	396	\$ 9,675.78
Compliant	821	
Not Prioritized	0	
Subtotal		\$ 10,236.29
Sidewalk Total	1,240	\$ 10,300.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 10,300.00
Unsignalized Intersection Total	\$ 8,300.00
Corridor Total	\$ 18,600.00

End of Project Description for Project 65 Rock River Road

Kimley-Horn and Associates, Inc.
Project Description for Sidewalk Corridor

Client: Town of Harrisburg **Date:** 08/11/21
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Corridor: Rocky River Road **Corridor ID:** 66
Limits: 400' north of Pembroke Rd - Pembroke Rd
Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Includes Engineering (10%) and Contingency (0%)
6895000000-E	Steel Pipe Handrail	0	LF	\$ 135.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	67	SY	\$ 40.00	\$ 2,941.32
2612000000-E	6" Concrete Driveway	84	SY	\$ 100.00	\$ 9,227.52
0163000000-E	Removal Of Existing Concrete Pavement	84	SY	\$ 10.00	\$ 922.75
---	Tactile Warning Device – Retrofit	0	SF	\$ 50.00	\$ -
---	Concrete Railroad Panel	0	LS	\$ 36,000.00	\$ -
---	Driveways (Asphalt Conc Pav)	33	SY	\$ 50.00	\$ 1,795.04
---	Welded Steel Grate	0	EA	\$ 1,300.00	\$ -
5672000000-N	Relocate Fire Hydrant	0	LS	\$ 4,000.00	\$ -
---	Adjust Utility Elevation	0	LS	\$ 1,000.00	\$ -
---	Remove Obstruction	0	LS	\$ 1,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Railroad Company Flagger	0	Day(s)	\$ 1,000.00	\$ -
---	Remove Concrete Railroad Panel	0	LS	\$ 2,000.00	\$ -
---	Remove And Replace Asphalt Pavement (6")	33	SY	\$ 20.00	\$ 718.02

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	15,604.65
Estimated Project Cost:	\$	15,700.00
Engineering: (% +/-)	10%	\$ 1,418.60
Contingency: (% +/-)	0%	\$ -

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Sidewalk Summary

Priority	Length (LF)	Cost
High	29	\$ 2,513.06
Medium	38	\$ 5,101.18
Low	158	\$ 7,990.41
Compliant	0	
Not Prioritized	0	
Subtotal		\$ 15,604.65
Sidewalk Total	225	\$ 15,700.00

Corridor Summary

Facility	Cost
Sidewalk Total	\$ 15,700.00
Unsignalized Intersection Total	\$ 2,500.00
Corridor Total	\$ 18,200.00

End of Project Description for Project 66 Rocky River Road

Town of Harrisburg
ADA Self-Evaluation and Transition Plan
Unsignalized Intersection Cost Projection Summary
8/10/2021

GPS ID	Project Name	Cost Projection	Priority
1000	Intersection of Perseverance Dr and Swimming Dr	\$ 14,000	7
1001	Intersection of Swimming Dr and Laughing Ln	\$ 18,100	7
1002	Intersection of Perseverance Dr and Laughing Ln	\$ 14,100	7
1003	Intersection of Perseverance Dr and Horseback Ln	\$ 12,600	7
1004	Intersection of Swimming Dr and Horseback Ln	\$ 8,200	9
1005	Intersection of Perseverance Dr and Smiling Dr	\$ 22,700	5
1006	Intersection of Perseverance Dr and Rocky River Rd	\$ 29,700	5
1007	Intersection of Happiness Rd and driveway (Lat. 35.2911; Long. -80.6587)	\$ 3,100	5
1008	Intersection of Perseverance Dr and Happiness Rd	\$ 19,800	8
1009	Intersection of Savannah Rd and Rocky River Rd	\$ 9,900	5
1010	Intersection of Perseverance Dr and Amazing Ct	\$ 8,800	9
1011	Intersection of Perseverance Dr and Caprice Ln	\$ 13,200	8
1012	Intersection of Perseverance Dr and Happiness Rd	\$ 25,000	5
1013	Intersection of Pepper Dr and Caprice Ln	\$ 21,900	5
1014	Intersection of Pepper Dr and Happiness Rd	\$ 6,600	9
1015	Intersection of Savannah Rd and Pepper Dr	\$ 29,200	5
1016	Intersection of Pepper Dr and Happiness Rd	\$ 16,500	8
1017	Intersection of Pepper Dr and Butterfield Ct	\$ 14,600	9
1018	Intersection of Savannah Rd and Annelise Dr	\$ 16,400	5
1019	Intersection of Butterfield Ct and Annelise Dr	\$ 11,800	7
1020	Intersection of Annelise Dr and Warwick Ln	\$ 19,300	7
1021	Intersection of McMillian Dr and Rocky River Rd	\$ 19,300	7
1022	Intersection of Benhill Dr and driveway (Lat. 35.2951; Long. -80.6544)	\$ 4,700	9
1023	Intersection of Warwick Ln and Benhill Dr	\$ 21,600	7
1024	Intersection of Benhill Dr and Savannah Rd	\$ 17,200	7
1025	Intersection of Burnage Hall Rd and McMillian Dr	\$ 14,100	5
1026	Intersection of Savannah Rd and driveway (Lat. 35.2955; Long. -80.6544)	\$ 6,900	5
1028	Intersection of Burnage Hall Rd and Mossycup Trl	\$ 14,400	5
1029	Intersection of Burnage Hall Rd and Verbena Ct	\$ 13,800	5
1030	Intersection of Savannah Rd and Warwick Ln	\$ 12,600	5
1031	Intersection of Burnage Hall Rd and Burgundy Ridge Dr	\$ 8,200	5
1032	Intersection of Burnage Hall Rd and Saucercup Ter	\$ 8,300	5
1033	Intersection of Burnage Hall Rd and driveway (Lat. 35.2979; Long. -80.6358)	\$ 4,700	5
1034	Intersection of Burnage Hall Rd and Magnolia Springs Dr	\$ 26,000	5
1035	Intersection of Sunburst Ln and Cutter Crossing	\$ 4,600	7
1036	Intersection of Farmington Ridge Pwky and Sunburst Ln	\$ 39,400	7
1037	Intersection of Cutter Crossing and driveway (Lat. 35.2983; Long. -80.6757)	\$ 12,600	7
1038	Intersection of Burnage Hall Rd and Houndslow Ln	\$ 42,500	5
1039	Intersection of Cutter Crossing and driveway (Lat. 35.2985; Long. -80.6758)	\$ 6,400	7
1040	Intersection of Magnolia Springs Dr and Grace Church St	\$ 10,700	5
1041	Intersection of Cutter Crossing and driveway (Lat. 35.2989; Long. -80.6764)	\$ 2,500	5
1042	Intersection of Farmington Ridge Pwky and Hayfield Rd	\$ 29,700	5
1043	Intersection of Burnage Hall Rd and French Fields Ln	\$ 43,800	5
1044	Intersection of Hayfield Rd and Cutter Crossing	\$ 41,400	5
1045	Intersection of Sunburst Ln and driveway (Lat. 35.3001; Long. -80.6746)	\$ 900	5
1046	Intersection of Burnage Hall Rd and Grovesner St	\$ 39,200	5
1047	Intersection of Sunburst Ln and Hayfield Rd	\$ 9,900	9
1050	Intersection of Asheby Dr and Wembley Ct	\$ 12,800	5
1051	Intersection of Underwood Ave and Asheby Dr	\$ 18,100	5
1052	Intersection of Cotswold Ct and Aldersgate Ave	\$ 7,000	5
1053	Intersection of Underwood Ave and Cotswold Ct	\$ 24,900	5
1054	Intersection of Underwood Ave and Weathersford Pl	\$ 16,100	5
1055	Intersection of Underwood Ave and Robindale Dr	\$ 24,400	2
1057	Intersection of Underwood Ave and Foxcroft Ln	\$ 18,100	5

GPS ID	Project Name	Cost Projection	Priority
1058	Intersection of Pepsi Way and driveway (Lat. 35.3177; Long. -80.6689)	\$ 10,500	5
1059	Intersection of Pepsi Way and driveway (Lat. 35.3193; Long. -80.6697)	\$ 11,500	5
1061	Intersection of Sims Pkwy and Forest St	\$ 13,800	7
1062	Intersection of School Cir and Robinson Ave	\$ 19,000	5
1063	Intersection of Sims Pkwy and driveway (Lat. 35.3197; Long. -80.6599)	\$ 4,700	2
1064	Intersection of School Cir and unnamed road (Lat. 35.3199; Long. -80.6513)	\$ 16,300	5
1065	Intersection of Sims Pkwy and Oakley Dr	\$ 6,800	8
1066	Intersection of School Cir and Martha Melvin Rd	\$ 4,700	5
1067	Intersection of Sims Pkwy and driveway (Lat. 35.3203; Long. -80.6602)	\$ 2,400	5
1068	Intersection of Sims Pkwy and driveway (Lat. 35.3206; Long. -80.6603)	\$ 2,500	9
1070	Intersection of Sims Pkwy and driveway (Lat. 35.3209; Long. -80.6604)	\$ 2,500	9
1073	Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6601)	\$ 4,700	2
1075	Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6595)	\$ 9,100	5
1076	Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6592)	\$ 2,500	9
1077	Intersection of Main St and driveway (Lat. 35.3222; Long. -80.6437)	\$ 200	9
1078	Intersection of Morris Dr and driveway (Lat. 35.3224; Long. -80.658)	\$ 6,900	5
1080	Intersection of Morris Dr and driveway (Lat. 35.3224; Long. -80.6575)	\$ 5,200	5
1082	Intersection of Morris Dr and Patricia Ave	\$ 13,000	5
1083	Intersection of Morris Dr and driveway (Lat. 35.3227; Long. -80.6536)	\$ 4,700	2
1084	Intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6527)	\$ 6,900	2
1085	Intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6524)	\$ 5,300	2
1086	Intersection of School Ave and Morris Dr	\$ 2,000	13
1087	Intersection of Kee Ln and driveway (Lat. 35.323; Long. -80.6455)	\$ 6,900	5
1088	Intersection of Kee Ln and driveway (Lat. 35.3232; Long. -80.6455)	\$ 3,200	5
1090	Intersection of Kee Ln and Financial Way	\$ 5,100	2
1091	Intersection of Main St and Financial Way	\$ 17,100	2
1092	Intersection of Financial Way and driveway (Lat. 35.3236; Long. -80.6431)	\$ 6,900	5
1093	Intersection of Financial Way and driveway (Lat. 35.3236; Long. -80.6426)	\$ 4,700	5
1094	Intersection of Financial Way and driveway (Lat. 35.3237; Long. -80.6424)	\$ 4,700	5
1095	Intersection of Kee Ln and driveway (Lat. 35.3238; Long. -80.6456)	\$ 1,300	2
1096	Intersection of Ruckus Rd and driveway (Lat. 35.3238; Long. -80.6418)	\$ 4,700	5
1097	Intersection of Kee Ln and driveway (Lat. 35.3239; Long. -80.6456)	\$ 4,400	2
1098	Intersection of Kee Ln and Hagler St	\$ 22,800	2
1099	Intersection of Hagler St and driveway (Lat. 35.3244; Long. -80.6448)	\$ 7,300	2
1100	Intersection of Main St and Hagler St	\$ 11,000	2
1101	Intersection of Hagler St and driveway (Lat. 35.3246; Long. -80.6431)	\$ 5,500	2
1102	Intersection of Physicians Blvd and Harrisburg Plz	\$ 10,400	5
1103	Intersection of Carl Parmer Dr and Hagler St	\$ 4,600	2
1104	Intersection of Kee Ln and Physicians Blvd (Lat. 35.325; Long. -80.6457)	\$ -	Compliant
1105	Intersection of Main St and Town Hall Pl	\$ 10,300	2
1106	Intersection of Main St and Kee Ln	\$ 17,700	2
1107	Intersection of Main St and driveway (Lat. 35.3261; Long. -80.6463)	\$ 8,900	2
1108	Intersection of Town Hall Pl and driveway (Lat. 35.3261; Long. -80.6444)	\$ 5,100	2
1109	Intersection of Main St and Professional Blvd	\$ 11,300	5
1111	Intersection of Carl Parmer Dr and Town Center Rd	\$ 8,900	5
1112	Intersection of Main St and driveway (Lat. 35.3266; Long. -80.6479)	\$ 9,400	5
1113	Intersection of Town Center Rd and Town Hall Pl	\$ 6,000	2
1114	Intersection of Harrisburg Plz and Main St	\$ 15,400	5
1115	Intersection of Kee Ln and Town Center Rd	\$ 2,200	2
1116	Intersection of Carl Parmer Dr and driveway (Lat. 35.3269; Long. -80.6428)	\$ 3,100	5
1117	Intersection of Professional Blvd and driveway (Lat. 35.327; Long. -80.6467)	\$ 5,100	5
1118	Intersection of Kee Ln and driveway (Lat. 35.3273; Long. -80.6448)	\$ 8,300	5
1119	Intersection of Carl Parmer Dr and Center Place Dr	\$ 11,900	5
1120	Intersection of Professional Blvd and Town Center Rd	\$ 8,700	5
1121	Intersection of Harrisburg Plz and driveway (Lat. 35.3275; Long. -80.6481)	\$ 9,900	5
1122	Intersection of Center Place Dr and Tyrel Dr	\$ 9,000	5
1123	Intersection of Professional Blvd and driveway (Lat. 35.3277; Long. -80.6463)	\$ 10,300	5
1124	Intersection of Kee Ln and Center Place Dr	\$ 10,000	5

GPS ID	Project Name	Cost Projection	Priority
1125	Intersection of Carl Parmer Dr and driveway (Lat. 35.3277; Long. -80.6429)	\$ 5,100	5
1126	Intersection of Center Place Dr and Lentz Way	\$ 9,000	5
1127	Intersection of Harrisburg Plz and Town Center Rd	\$ 6,600	5
1128	Intersection of Harrisburg Plz and driveway (Lat. 35.3282; Long. -80.6478)	\$ 5,700	5
1129	Intersection of Professional Blvd and Center Place Dr	\$ 14,300	5
1130	Intersection of Carl Parmer Dr and driveway (Lat. 35.3282; Long. -80.6435)	\$ 3,000	5
1131	Intersection of Carl Parmer Dr and Tyrel Dr	\$ 12,800	5
1132	Intersection of Carl Parmer Dr and unnamed road (Lat. 35.3284; Long. -80.6443)	\$ 14,500	5
1133	Intersection of Carl Parmer Dr and Lentz Way	\$ 5,500	5
1134	Intersection of Harrisburg Plz and Center Place Dr	\$ 7,000	5
1135	Intersection of Carl Parmer Dr and Professional Blvd	\$ 11,900	5
1136	Intersection of Carl Parmer Dr and Harrisburg Plaza	\$ 6,800	5
1137	Intersection of Rocky River Crossing Rd and Maplecrest Pl	\$ 1,400	5
1138	Intersection of Rocky River Crossing Rd and Sedgewood Ln	\$ 1,400	5
1139	Intersection of Rocky River Crossing Rd and Hickory Hollow Ct	\$ 9,000	5
1140	Intersection of Rocky River Crossing Rd and driveway (Lat. 35.3327; Long. -80.6461)	\$ 7,500	5
1141	Intersection of Rocky River Crossing Rd and Creekview Ct	\$ 6,900	5
1142	Intersection of Rocky River Crossing Rd and The Meadows Ln	\$ 29,300	5
1143	Intersection of Rocky River Crossing Rd and Willow Glen Rd	\$ 15,800	5
1144	Intersection of Rocky River Crossing Rd and Stoney Brook Ln	\$ 17,900	5
1145	Intersection of Rocky River Rd and driveway (Lat. 35.2845; Long. -80.6717)	\$ 6,900	2
1146	Intersection of Rocky River Rd and driveway (Lat. 35.2845; Long. -80.6691)	\$ 6,900	2
1147	Intersection of Rocky River Rd and Stafford Rd	\$ 28,700	2
1148	Intersection of Rocky River Rd and driveway (Lat. 35.2842; Long. -80.6656)	\$ 2,500	9
1149	Intersection of Rocky River Rd and Starwood Dr	\$ 6,500	9
1152	Intersection of Rocky River Rd and Blume Pkwy	\$ 8,300	7
1153	Intersection of Rocky River Rd and driveway (Lat. 35.3031; Long. -80.6049)	\$ 300	9
1154	Intersection of Rocky River Rd and driveway (Lat. 35.3033; Long. -80.6045)	\$ 2,200	9
90000	Intersection of Kee Ln and driveway (Lat. 35.3264; Long. -80.6453)	\$ 8,500	2
90001	Intersection of Magnolia Springs Dr and Grandflora Dr	\$ 22,200	5
90002	Intersection of Hayfield Rd and driveway (Lat. 35.2994; Long. -80.6764)	\$ 8,500	9
90004	Intersection of Morris Dr and driveway (Lat. 35.3221; Long. -80.6607)	\$ 4,700	2
90005	Intersection of Forest St and driveway (Lat. 35.3192; Long. -80.6606)	\$ 4,700	9
90006	Intersection of Sims Pkwy and driveway (Lat. 35.3196; Long. -80.6599)	\$ 2,400	9
TOTAL		\$ 1,664,300	

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Perseverance Dr	GPS ID: 1000
Project Name:	Intersection of Perseverance Dr and Swimming Dr	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	12,640.00
Engineering: (% +/-)	10%	\$ 1,360.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	14,000.00

Project Location

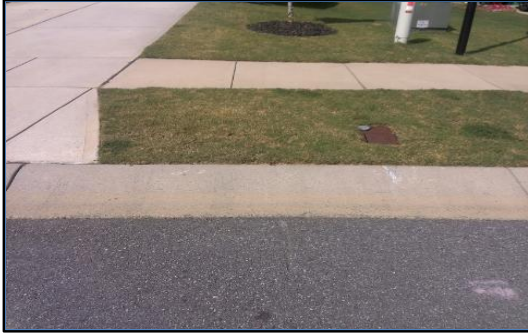


Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%		X		N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	N/A	Repave roadway
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	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%		X			
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			Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		Remove and replace turning space
Turning space cross slope greater than 2%		X	X		
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1000 Intersection of Perseverance Dr and Swimming Dr

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client: Town of Harrisburg	Date: 8/10/21
Program: ADA Self-Evaluation and Transition Plan	
KHA No.: 018536037	

Corridor : Swimming Dr	GPS ID: 1001
Project Name: Intersection of Swimming Dr and Laughing Ln	
Town: Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	16,400.00
Engineering: (% +/-)	10%	\$ 1,700.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	18,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A		X	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway
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	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2z	3z	4A	
Curb ramp does not exist and is needed		X	X		Install curb ramp; if median improvement, see shapefile
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					
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	Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X			X	Remove and replace turning space
Turning space cross slope greater than 2%	X			X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1001 Intersection of Swimming Dr and Laughing Ln

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Perseverance Dr	GPS ID: 1002
Project Name:	Intersection of Perseverance Dr and Laughing Ln	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	12,800.00
Engineering: (% +/-)	10%	\$ 1,300.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	14,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%				N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	N/A	Repave roadway
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	N/A	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
Flare cross slope is greater than 10%		X			
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"					
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					
No color contrast at base of curb ramp					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X			
Turning space cross slope greater than 2%		X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1002 Intersection of Perseverance Dr and Laughing Ln

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Perseverance Dr	GPS ID: 1003
Project Name:	Intersection of Perseverance Dr and Horseback Ln	
Town:	Harrisburg	

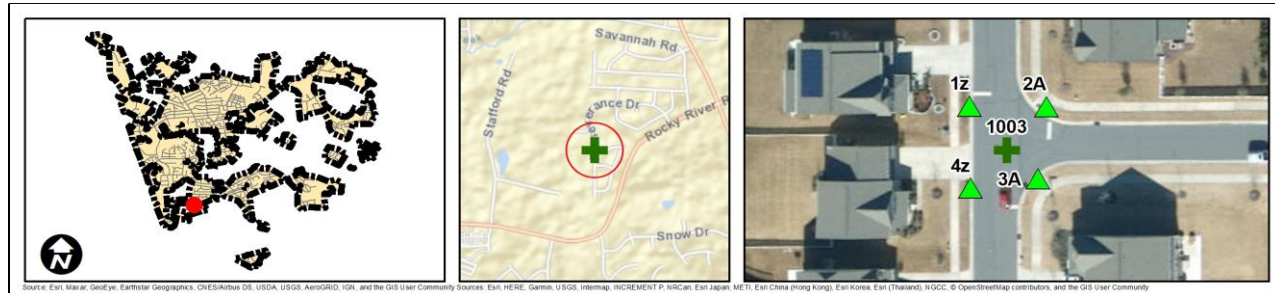
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	11,400.00
Engineering: (% +/-)	10%	\$ 1,200.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	12,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%				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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'l', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; if median improvement, see shapefile
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					
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%			X		
Curb ramp cross slope is greater than 2%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					Remove and replace curb ramp
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					
No color contrast at base of curb ramp					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X			
Turning space cross slope greater than 2%		X	X		Remove and replace turning space
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1003 Intersection of Perseverance Dr and Horseback Ln

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

Client: Town of Harrisburg	Date: 8/10/21
Program: ADA Self-Evaluation and Transition Plan	
KHA No.: 018536037	

Corridor : Swimming Dr	GPS ID: 1004
Project Name: Intersection of Swimming Dr and Horseback Ln	
Town: Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	16	SY	\$ 40.00	\$ 640.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	7,440.00
Engineering: (% +/-)	10%	\$ 760.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	8,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway
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	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1A	1B	2z	3z	4A	4B	
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							
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					Remove and replace curb ramp
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							
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							
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%	X				X		Remove and replace turning space
Turning space cross slope greater than 2%	X	X				X	
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1004 Intersection of Swimming Dr and Horseback Ln

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Perseverance Dr	GPS ID: 1005
Project Name:	Intersection of Perseverance Dr and Smiling Dr	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	40	SY	\$ 40.00	\$ 1,600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	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:	\$	20,600.00
Engineering: (% +/-)	10%	\$ 2,100.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	22,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		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	X	N/A	X	N/A	Repave roadway
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1A	1B	2A	3A	4A	4B	
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							
Flare cross slope is greater than 10%		X					
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	X	X	X	X		Remove and replace curb ramp
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							
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							
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%	X	X				X	Remove and replace turning space
Turning space cross slope greater than 2%	X	X	X	X	X		
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 3A



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1005 Intersection of Perseverance Dr and Smiling Dr

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Perseverance Dr	GPS ID: 1006
Project Name:	Intersection of Perseverance Dr and Rocky River Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	8	EA	\$ 1,800.00	\$ 14,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	27,000.00
Engineering: (% +/-)	10%	\$ 2,700.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	29,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%		X	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway
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	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)					Possible Solutions
	Nz	1A	2A	3z	4z	
Curb ramp does not exist and is needed	X			X	X	Install curb ramp; if median improvement, see shapefile
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						
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				Remove and replace curb ramp
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						
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						
Turning space does not exist and is needed						
Turning space length is less than 4' (or 5' when constrained)						
Turning space width is less than 4' (or 5' when constrained)						
Turning space running slope is greater than 2%		X				Remove and replace turning space
Turning space cross slope greater than 2%		X				
Curb ramp transition onto roadway is greater than 0.25"			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						

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



North Median No Ramp (Nz)



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1006 Intersection of Perseverance Dr and Rocky River Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Happiness Rd	GPS ID: 1007
Project Name:	Intersection of Happiness Rd and driveway (Lat. 35.2911; Long. -80.6587)	
Town:	Harrisburg	

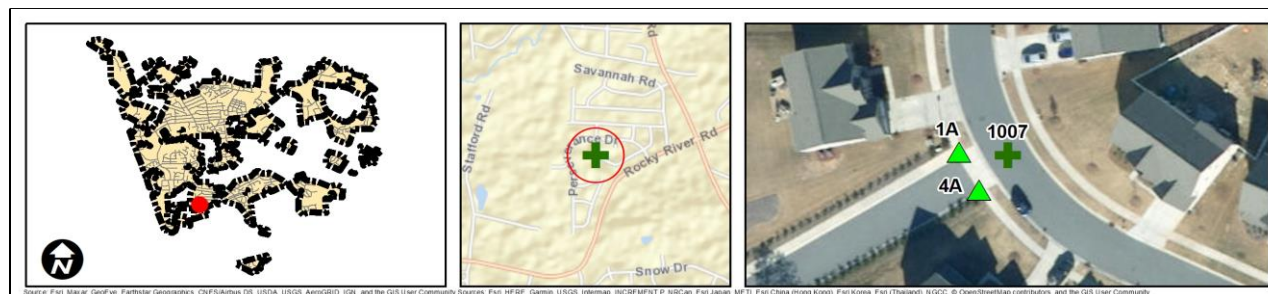
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	2,740.00
Engineering: (% +/-)	10%	\$ 360.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	3,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'y', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			Remove and replace curb ramp
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"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	
No color contrast at base of curb ramp	X	X	Remove and replace turning space
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	
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 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

Kimley-Horn and Associates, Inc.	Priority: 8
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Perseverance Dr	GPS ID: 1008
Project Name:	Intersection of Perseverance Dr and Happiness Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	53	SY	\$ 40.00	\$ 2,120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	17,920.00
Engineering: (% +/-)	10%	\$ 1,880.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	19,800.00

Project Location

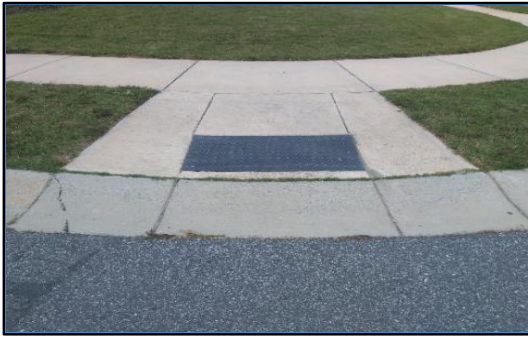


Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)								Possible Solutions
	1A	1B	2A	2B	3A	3B	4A	4B	
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									
Flare cross slope is greater than 10%					X	X			
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	X	X	X		X	Remove and replace curb ramp
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									
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									
Turning space does not exist and is needed									
Turning space length is less than 4' (or 5' when constrained)									
Turning space width is less than 4' (or 5' when constrained)									
Turning space running slope is greater than 2%	X	X		X				X	Remove and replace turning space
Turning space cross slope greater than 2%				X	X	X	X	X	
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									

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1008 Intersection of Perseverance Dr and Happiness Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Savannah Rd	GPS ID: 1009
Project Name:	Intersection of Savannah Rd and Rocky River Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	8,920.00
Engineering: (% +/-)	10%	\$ 980.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	9,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
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	X	N/A	N/A	N/A	Repave roadway
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	N/A	
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2z	3z	4z	
Curb ramp does not exist and is needed		X			Install curb ramp; if median improvement, see shapefile
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					
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				Remove and replace curb ramp
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%	X				Remove and replace turning space
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 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1009 Intersection of Savannah Rd and Rocky River Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Perseverance Dr	GPS ID: 1010
Project Name:	Intersection of Perseverance Dr and Amazing Ct	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	18	SY	\$ 40.00	\$ 720.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	7,920.00
Engineering: (% +/-)	10%	\$ 880.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	8,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1z	2z	3A	3B	4A	4B	
Curb ramp does not exist and is needed	X	X					Install curb ramp; if median improvement, see shapefile
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							
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"							Remove and replace curb ramp
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							
No color contrast at base of curb ramp							
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%			X			X	
Turning space cross slope greater than 2%					X	X	Remove and replace turning space
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1010 Intersection of Perseverance Dr and Amazing Ct

Kimley-Horn and Associates, Inc.	Priority: 8
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Perseverance Dr	GPS ID: 1011
Project Name:	Intersection of Perseverance Dr and Caprice Ln	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	30	SY	\$ 40.00	\$ 1,200.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	12,000.00
Engineering: (% +/-)	10%	\$ 1,200.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	13,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1A	1B	2A	2B	3z	4z	
Curb ramp does not exist and is needed					X	X	Install curb ramp; if median improvement, see shapefile
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							
Flare cross slope is greater than 10%	X						
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	X	X	X			
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							Remove and replace curb ramp
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							
No color contrast at base of curb ramp							
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%		X					
Turning space cross slope greater than 2%	X	X		X			Remove and replace turning space
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

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End of Project Description for Project 1011 Intersection of Perseverance Dr and Caprice Ln

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Perseverance Dr	GPS ID: 1012
Project Name:	Intersection of Perseverance Dr and Happiness Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	38	SY	\$ 40.00	\$ 1,520.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	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:	\$	22,720.00
Engineering: (% +/-)	10%	\$ 2,280.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	25,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	X	N/A	Repave roadway
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)								Possible Solutions
	1A	1B	2A	2B	3A	3B	4A	4B	
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									
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	X			X	X			Remove and replace curb ramp
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									
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									
Turning space does not exist and is needed									
Turning space length is less than 4' (or 5' when constrained)									
Turning space width is less than 4' (or 5' when constrained)									
Turning space running slope is greater than 2%	X		X	X	X	X	X		Remove and replace turning space
Turning space cross slope greater than 2%	X	X			X		X		
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									

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

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End of Project Description for Project 1012 Intersection of Perseverance Dr and Happiness Rd

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

Priority: 5

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : Pepper Dr
 Project Name: Intersection of Pepper Dr and Caprice Ln
 Town: Harrisburg

GPS ID: 1013

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	22	SY	\$ 40.00	\$ 880.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	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: \$ 19,880.00
 Engineering: (% +/-) 10% \$ 2,020.00
 Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 21,900.00

Project Location



Field Observations

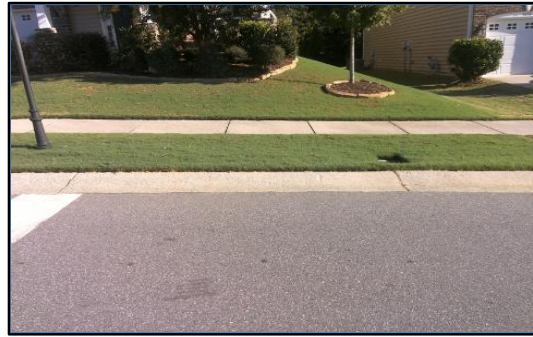
Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	X	N/A	X	Repave roadway
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1z	2z	3A	3B	4A	4B	
Curb ramp does not exist and is needed	X	X					Install curb ramp; if median improvement, see shapefile
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							
Flare cross slope is greater than 10%			X			X	
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			X	Remove and replace curb ramp
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							
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							
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%			X		X	X	Remove and replace turning space
Turning space cross slope greater than 2%			X			X	
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

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End of Project Description for Project 1013 Intersection of Pepper Dr and Caprice Ln

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Pepper Dr	GPS ID: 1014
Project Name:	Intersection of Pepper Dr and Happiness Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	13	SY	\$ 40.00	\$ 520.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	5,920.00
Engineering: (% +/-)	10%	\$ 680.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	6,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1z	2z	3A	3B	4A	4B	
Curb ramp does not exist and is needed	X	X					Install curb ramp; if median improvement, see shapefile
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							
Flare cross slope is greater than 10%			X				
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				
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							Remove and replace curb ramp
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							
No color contrast at base of curb ramp							
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%			X	X		X	
Turning space cross slope greater than 2%			X				Remove and replace turning space
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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End of Project Description for Project 1014 Intersection of Pepper Dr and Happiness Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Savannah Rd	GPS ID: 1015
Project Name:	Intersection of Savannah Rd and Pepper Dr	
Town:	Harrisburg	

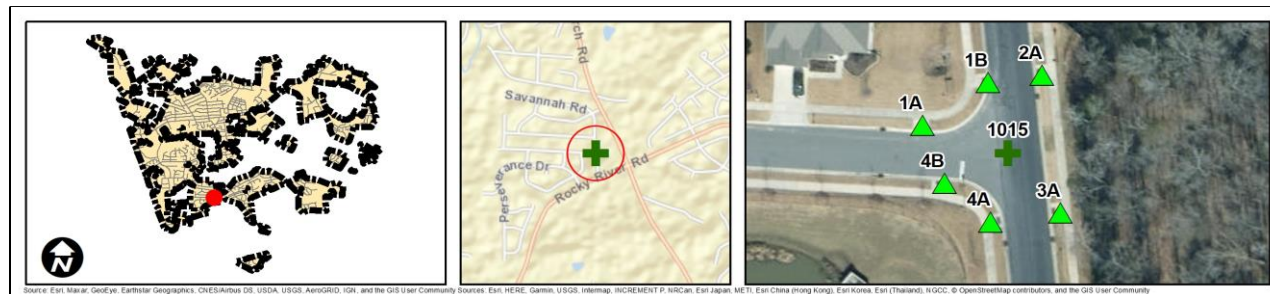
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	37	SY	\$ 40.00	\$ 1,480.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	26,480.00
Engineering: (% +/-)	10%	\$ 2,720.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	29,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A	X		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway
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	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1A	1B	2A	3A	4A	4B	
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							
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	X	X		X	X	Remove and replace curb ramp
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							
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							
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%							
Turning space cross slope greater than 2%	X	X			X	X	Remove and replace turning space
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%				X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 3A



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1015 Intersection of Savannah Rd and Pepper Dr

Kimley-Horn and Associates, Inc.	Priority: 8
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Pepper Dr	GPS ID: 1016
Project Name:	Intersection of Pepper Dr and Happiness Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	25	SY	\$ 40.00	\$ 1,000.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	15,000.00
Engineering: (% +/-)	10%	\$ 1,500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	16,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	Repave roadway
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	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1z	2z	3A	3B	4A	4B	
Curb ramp does not exist and is needed	X	X					Install curb ramp; if median improvement, see shapefile
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							
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	X		
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							Remove and replace curb ramp
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							
No color contrast at base of curb ramp							
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%				X		X	
Turning space cross slope greater than 2%			X	X	X	X	Remove and replace turning space
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:

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End of Project Description for Project 1016 Intersection of Pepper Dr and Happiness Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Pepper Dr	GPS ID: 1017
Project Name:	Intersection of Pepper Dr and Butterfield Ct	
Town:	Harrisburg	

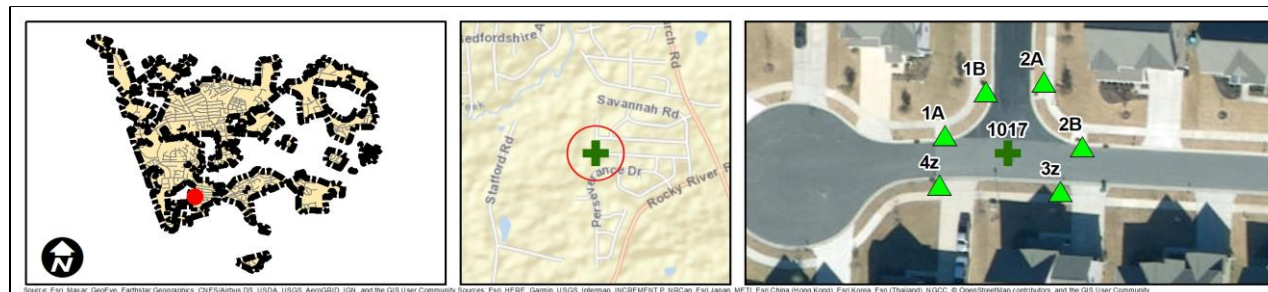
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	25	SY	\$ 40.00	\$ 1,000.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	13,200.00
Engineering: (% +/-)	10%	\$ 1,400.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	14,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			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	X	Repave roadway
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'y', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1A	1B	2A	2B	3z	4z	
Curb ramp does not exist and is needed					X		Install curb ramp; if median improvement, see shapefile
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							
Flare cross slope is greater than 10%	X						
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	X					Remove and replace curb ramp
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							
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							
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%			X				Remove and replace turning space
Turning space cross slope greater than 2%	X	X		X			
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1017 Intersection of Pepper Dr and Butterfield Ct

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Savannah Rd	GPS ID: 1018
Project Name:	Intersection of Savannah Rd and Annelise Dr	
Town:	Harrisburg	

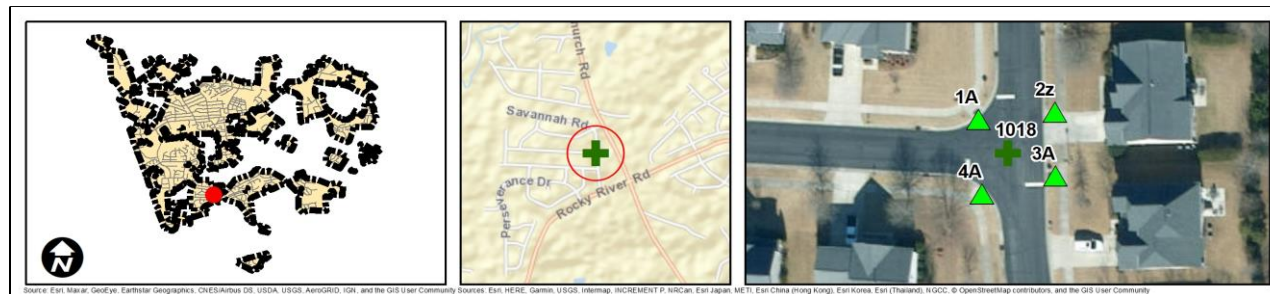
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	22	SY	\$ 40.00	\$ 880.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	14,880.00
Engineering: (% +/-)	10%	\$ 1,520.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	16,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway
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	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2z	3A	4A	
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					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X		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			X	Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X		X		Remove and replace turning space
Turning space cross slope greater than 2%	X				
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

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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 1018 Intersection of Savannah Rd and Annelise Dr

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Butterfield Ct	GPS ID: 1019
Project Name:	Intersection of Butterfield Ct and Annelise Dr	
Town:	Harrisburg	

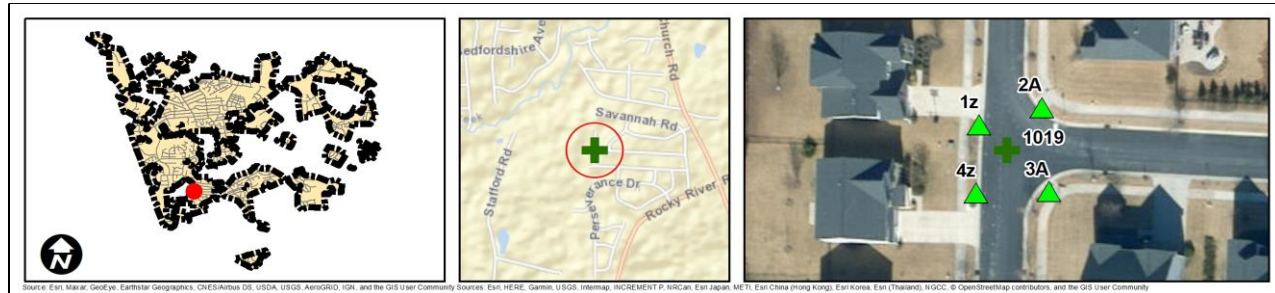
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	10,720.00
Engineering: (% +/-)	10%	\$ 1,080.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	11,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%				N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	N/A	Repave roadway
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	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%			X		
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		Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%			X		Remove and replace turning space
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1019 Intersection of Butterfield Ct and Annelise Dr

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Annelise Dr	GPS ID: 1020
Project Name:	Intersection of Annelise Dr and Warwick Ln	
Town:	Harrisburg	

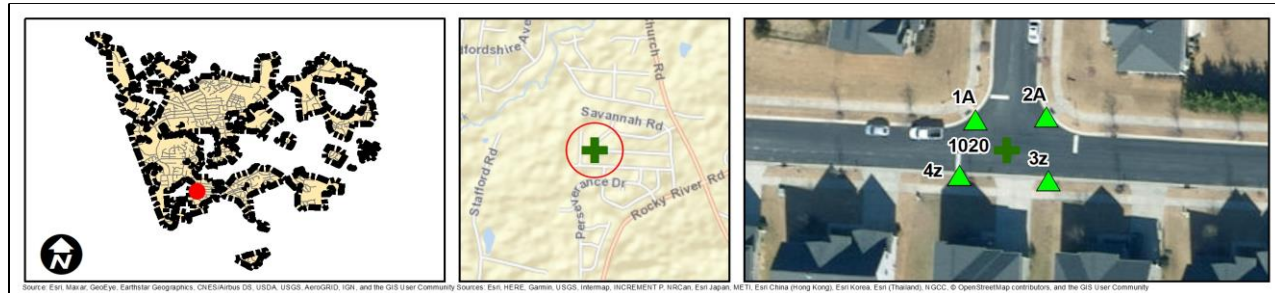
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	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:	\$	17,520.00
Engineering: (% +/-)	10%	\$ 1,780.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	19,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	Repave roadway
Path of travel running slope is greater than 5%			N/A	X	
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	X	N/A	X	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%	X	X			Remove and replace curb ramp
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					Remove and replace turning space
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%	X	X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1020 Intersection of Annelise Dr and Warwick Ln

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	McMillian Dr	GPS ID: 1021
Project Name:	Intersection of McMillian Dr and Rocky River Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	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:	\$	17,520.00
Engineering: (% +/-)	10%	\$ 1,780.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	19,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	N/A	
Path of travel running slope is greater than 5%		X	N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3z	4z	
Curb ramp does not exist and is needed	X		X		Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%		X			
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			Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X			Remove and replace turning space
Turning space cross slope greater than 2%		X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1021 Intersection of McMillian Dr and Rocky River Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Benhill Dr	GPS ID: 1022
Project Name:	Intersection of Benhill Dr and driveway (Lat. 35.2951; Long. -80.6544)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	4,240.00
Engineering: (% +/-)	10%	\$	460.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'Y', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	2A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%		X	
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	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X	X	
Turning space cross slope greater than 2%		X	Fix curb ramp counter slope
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%	X		
Ponding occurs at base of curb ramp			



Ramp 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Priority: 7

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : Warwick Ln
 Project Name: Intersection of Warwick Ln and Benhill Dr
 Town: Harrisburg

GPS ID: 1023

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	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: \$ 19,600.00
 Engineering: (% +/-) 10% \$ 2,000.00
 Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 21,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%				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	X	N/A	X	N/A	Repave roadway
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
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					
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"					Remove and replace curb ramp
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					
No color contrast at base of curb ramp					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		
Turning space cross slope greater than 2%		X	X		Remove and replace turning space
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1023 Intersection of Warwick Ln and Benhill Dr

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Benhill Dr	GPS ID: 1024
Project Name:	Intersection of Benhill Dr and Savannah Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	30	SY	\$ 40.00	\$ 1,200.00
2605000000-N	Concrete Curb Ramp (Standard Width)	8	EA	\$ 1,800.00	\$ 14,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	15,600.00
Engineering: (% +/-)	10%	\$ 1,600.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	17,200.00

Project Location

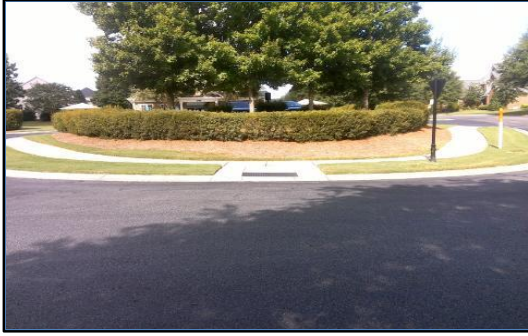


Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
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	X	X	Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					Remove and replace turning space
Turning space running slope is greater than 2%				X	
Turning space cross slope greater than 2%	X			X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1024 Intersection of Benhill Dr and Savannah Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Burnage Hall Rd	GPS ID: 1025
Project Name:	Intersection of Burnage Hall Rd and McMillian Dr	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	12,800.00
Engineering: (% +/-)	10%	\$ 1,300.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	14,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	N/A	
Path of travel running slope is greater than 5%	N/A			N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	Repave roadway
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; if median improvement, see shapefile
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					
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%			X		Remove and replace curb ramp
Curb ramp cross slope is greater than 2%					
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					
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 color truncated domes
No color contrast at base of curb ramp		X	X		
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X	X		Remove and replace turning space
Turning space cross slope greater than 2%			X		
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1025 Intersection of Burnage Hall Rd and McMillian Dr

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Savannah Rd	GPS ID: 1026
Project Name:	Intersection of Savannah Rd and driveway (Lat. 35.2955; Long. -80.6544)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	6,200.00
Engineering: (% +/-)	10%	\$	700.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	6,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			For intersection, commercial driveway, and park ramps, install color truncated domes
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"			Remove and replace turning space
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	
No color contrast at base of curb ramp	X	X	Fix curb ramp counter slope
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X		
Turning space cross slope greater than 2%			
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%		X	
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Burnage Hall Rd	GPS ID: 1028
Project Name:	Intersection of Burnage Hall Rd and Mossycup Trl	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	13,020.00
Engineering: (% +/-)	10%	\$ 1,380.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	14,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%				N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	N/A	Repave roadway
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	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; if median improvement, see shapefile
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					
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			Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp		X	X		
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%		X			Remove and replace turning space
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1028 Intersection of Burnage Hall Rd and Mossycup Trl

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Burnage Hall Rd	GPS ID: 1029
Project Name:	Intersection of Burnage Hall Rd and Verbena Ct	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	12,520.00
Engineering: (% +/-)	10%	\$ 1,280.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	13,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	N/A	
Path of travel running slope is greater than 5%		X	N/A	N/A	Repave roadway
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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3z	4z	
Curb ramp does not exist and is needed	X		X		Install curb ramp; if median improvement, see shapefile
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					
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			Remove and replace curb ramp
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X			For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp		X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X			Remove and replace turning space
Turning space cross slope greater than 2%		X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1029 Intersection of Burnage Hall Rd and Verbena Ct

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Savannah Rd

GPS ID: 1030

Project Name: Intersection of Savannah Rd and Warwick Ln

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 11,400.00
Engineering: (% +/-) 10% \$ 1,200.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 12,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%				X	
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		Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		Remove and replace turning space
Turning space cross slope greater than 2%			X	X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1030 Intersection of Savannah Rd and Warwick Ln

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Burnage Hall Rd	GPS ID: 1031
Project Name:	Intersection of Burnage Hall Rd and Burgundy Ridge Dr	
Town:	Harrisburg	

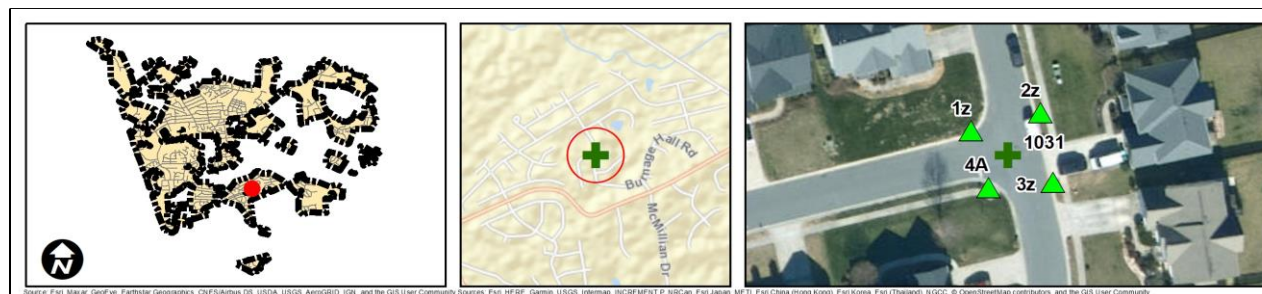
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	3	SY	\$ 40.00	\$ 120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	7,420.00
Engineering: (% +/-)	10%	\$ 780.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	8,200.00

Project Location



Field Observations

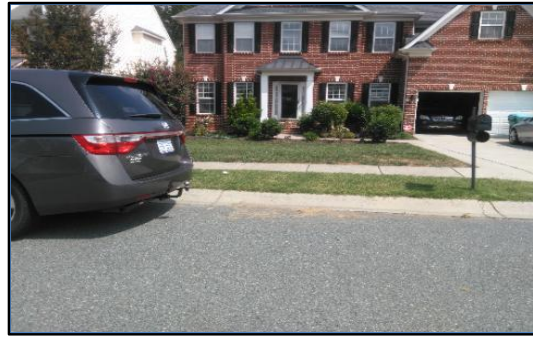
Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	Good	
Path of travel running slope is greater than 5%	N/A	N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3z	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
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					
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%					
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp				X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp				X	
Turning space does not exist and is needed					Remove and replace turning space
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%				X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1031 Intersection of Burnage Hall Rd and Burgundy Ridge Dr

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Burnage Hall Rd	GPS ID: 1032
Project Name:	Intersection of Burnage Hall Rd and Saucerup Ter	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	7,520.00
Engineering: (% +/-)	10%	\$ 780.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	8,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	N/A	
Path of travel running slope is greater than 5%			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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3z	4z	
Curb ramp does not exist and is needed	X		X		Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface					
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			
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					For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X			Remove and replace turning space
No color contrast at base of curb ramp		X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%		X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1032 Intersection of Burnage Hall Rd and Saucercup Ter

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Burnage Hall Rd	GPS ID: 1033
Project Name:	Intersection of Burnage Hall Rd and driveway (Lat. 35.2979; Long. -80.6358)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	500.00
Contingency: (% +/-)	0%	-
Estimated Project Cost:	\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	2A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.3%	X	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	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	Remove and replace turning space
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 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Burnage Hall Rd	GPS ID: 1034
Project Name:	Intersection of Burnage Hall Rd and Magnolia Springs Dr	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	23,600.00
Engineering: (% +/-)	10%	\$ 2,400.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	26,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%		X	N/A	X	Repave roadway
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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X		Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%		X			
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			Remove and replace curb ramp
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/landings/flares					
Temporary obstruction (>0.25") in curb ramp/landings/flares					
No textured surface at base of curb ramp	X	X			For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X			Remove and replace turning space
Turning space cross slope greater than 2%	X	X			
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1034 Intersection of Burnage Hall Rd and Magnolia Springs Dr

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Sunburst Ln	GPS ID: 1035
Project Name:	Intersection of Sunburst Ln and Cutter Crossing	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	13	SY	\$ 40.00	\$ 520.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,120.00
Engineering: (% +/-)	10%	\$ 480.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
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			Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					Remove and replace turning space
Turning space running slope is greater than 2%		X	X		
Turning space cross slope greater than 2%		X		X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1035 Intersection of Sunburst Ln and Cutter Crossing

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Farmington Ridge Pkwy	GPS ID: 1036
Project Name:	Intersection of Farmington Ridge Pkwy and Sunburst Ln	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	25	SY	\$ 40.00	\$ 1,000.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	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	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	35,800.00
Engineering: (% +/-)	10%	\$ 3,600.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	39,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	X	X	X	X	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
Flare cross slope is greater than 10%	X	X	X		
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	X		Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X	X		X	Remove and replace turning space
Turning space cross slope greater than 2%		X	X		
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%		X		X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1036 Intersection of Farmington Ridge Pwky and Sunburst Ln

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Cutter Crossing	GPS ID: 1037
Project Name:	Intersection of Cutter Crossing and driveway (Lat. 35.2983; Long. -80.6757)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	11,400.00
Engineering: (% +/-)	10%	\$ 1,200.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	12,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%		X			
Curb ramp running slope is greater than 8.3%			X		Remove and replace curb ramp
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"					Remove and replace turning space
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					
No color contrast at base of curb ramp					Remove and replace turning space
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%		X			Remove and replace turning space
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					



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Burnage Hall Rd
Project Name: Intersection of Burnage Hall Rd and Houndslow Ln
Town: Harrisburg

GPS ID: 1038

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	30	SY	\$ 40.00	\$ 1,200.00
2605000000-N	Concrete Curb Ramp (Standard Width)	8	EA	\$ 1,800.00	\$ 14,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	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	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 38,600.00
Engineering: (% +/-) 10% \$ 3,900.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 42,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	X	X	X		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway
Path of travel cross slope is greater than 5% for free-flow approaches	X	N/A	X	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
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	X	X	X	Remove and replace curb ramp
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X	X	X		Remove and replace turning space
Turning space cross slope greater than 2%	X	X	X	X	
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%			X	X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1038 Intersection of Burnage Hall Rd and Houndslow Ln

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Cutter Crossing	GPS ID: 1039
Project Name:	Intersection of Cutter Crossing and driveway (Lat. 35.2985; Long. -80.6758)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	5,800.00
Engineering: (% +/-)	10%	\$ 600.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	6,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)			Possible Solutions
	1A	3z	4A	
Curb ramp does not exist and is needed		X		Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface				
Flare cross slope is greater than 10%			X	
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"				
Cut-thru ramp width is less than 60"				
Permanent obstruction (>0.25") in curb ramp/landing/flares				Remove and replace turning space
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				
Turning space does not exist and is needed				
Turning space length is less than 4' (or 5' when constrained)				
Turning space width is less than 4' (or 5' when constrained)				
Turning space running slope is greater than 2%		X		
Turning space cross slope greater than 2%				
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 1A



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Magnolia Springs Dr	GPS ID: 1040
Project Name:	Intersection of Magnolia Springs Dr and Grace Church St	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	3	SY	\$ 40.00	\$ 120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	9,720.00
Engineering: (% +/-)	10%	\$ 980.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	10,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway
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	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; if median improvement, see shapefile
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					
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%					
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					
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 color truncated domes
No color contrast at base of curb ramp	X	X			
Turning space does not exist and is needed					Remove and replace turning space
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%		X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1040 Intersection of Magnolia Springs Dr and Grace Church St

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Cutter Crossing	GPS ID: 1041
Project Name:	Intersection of Cutter Crossing and driveway (Lat. 35.2989; Long. -80.6764)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	2,200.00
Engineering: (% +/-)	10%	\$ 300.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	2,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%		X	
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	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X	X	
Turning space cross slope greater than 2%		X	
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 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Farmington Ridge Pkwy	GPS ID: 1042
Project Name:	Intersection of Farmington Ridge Pkwy and Hayfield Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	19	SY	\$ 40.00	\$ 760.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	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	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	26,960.00
Engineering: (% +/-)	10%	\$ 2,740.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	29,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	X		X		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A		Repave roadway
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
Flare cross slope is greater than 10%		X	X		
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		Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X		X	X	Remove and replace turning space
Turning space cross slope greater than 2%		X	X		
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%			X	X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1042 Intersection of Farmington Ridge Pwky and Hayfield Rd

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Burnage Hall Rd
Project Name: Intersection of Burnage Hall Rd and French Fields Ln
Town: Harrisburg

GPS ID: 1043

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	59	SY	\$ 40.00	\$ 2,360.00
2605000000-N	Concrete Curb Ramp (Standard Width)	8	EA	\$ 1,800.00	\$ 14,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	3	LS	\$ 5,000.00	\$ 15,000.00
---	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	4	LS	\$ 2,000.00	\$ 8,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 39,760.00
Engineering: (% +/-) 10% \$ 4,040.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 43,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%		X	X		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)								Possible Solutions
	1A	1B	2A	2B	3A	3B	4A	4B	
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									
Flare cross slope is greater than 10%								X	
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	X	X	X	X	X	X	X	Remove and replace curb ramp
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									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X			X	X		For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X			X	X		
Turning space does not exist and is needed									
Turning space length is less than 4' (or 5' when constrained)									
Turning space width is less than 4' (or 5' when constrained)									
Turning space running slope is greater than 2%	X		X	X	X		X	X	Remove and replace turning space
Turning space cross slope greater than 2%	X	X	X	X	X	X	X	X	
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%			X	X	X	X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp									

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1043 Intersection of Burnage Hall Rd and French Fields Ln

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Hayfield Rd	GPS ID: 1044
Project Name:	Intersection of Hayfield Rd and Cutter Crossing	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	30	SY	\$ 40.00	\$ 1,200.00
2605000000-N	Concrete Curb Ramp (Standard Width)	8	EA	\$ 1,800.00	\$ 14,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	4	LS	\$ 5,000.00	\$ 20,000.00
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	37,600.00
Engineering: (% +/-)	10%	\$ 3,800.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	41,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%	X	X	X		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	X	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
Flare cross slope is greater than 10%	X	X		X	
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	X	X	X	Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X	X	X	Remove and replace turning space
Turning space cross slope greater than 2%	X	X	X	X	
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%		X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1044 Intersection of Hayfield Rd and Cutter Crossing

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Sunburst Ln	GPS ID: 1045
Project Name:	Intersection of Sunburst Ln and driveway (Lat: 35.3001; Long: -80.6746)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	6	SY	\$ 40.00	\$ 240.00
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	740.00
Engineering: (% +/-)	10%	\$ 160.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
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			
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%			
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			
Temporary obstruction (>0.25") in curb ramp/landing/flares		X	Remove temporary obstruction
No textured surface at base of curb ramp			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X	X	Remove and replace turning space
Turning space cross slope greater than 2%	X		
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1045 Intersection of Sunburst Ln and driveway (Lat. 35.3001; Long. -80.6746)

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Burnage Hall Rd	GPS ID: 1046
Project Name:	Intersection of Burnage Hall Rd and Grovesner St	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	30	SY	\$ 40.00	\$ 1,200.00
2605000000-N	Concrete Curb Ramp (Standard Width)	8	EA	\$ 1,800.00	\$ 14,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	4	LS	\$ 2,000.00	\$ 8,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	35,600.00
Engineering: (% +/-)	10%	\$ 3,600.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	39,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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			X		
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	X	X	Remove and replace curb ramp
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					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X	X	Remove and replace turning space
Turning space cross slope greater than 2%	X	X	X	X	
Curb ramp transition onto roadway is greater than 0.25"	X	X	X	X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1046 Intersection of Burnage Hall Rd and Grovesner St

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Sunburst Ln	GPS ID: 1047
Project Name:	Intersection of Sunburst Ln and Hayfield Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	3	SY	\$ 40.00	\$ 120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	8,920.00
Engineering: (% +/-)	10%	\$ 980.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	9,900.00

Project Location



Field Observations

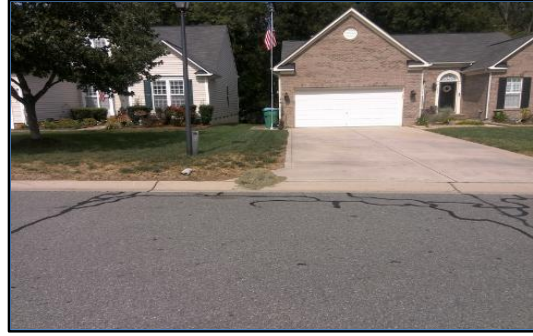
Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A	X			Repave roadway
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
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					
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%					
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%				X	Remove and replace turning space
Turning space cross slope greater than 2%				X	
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%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1047 Intersection of Sunburst Ln and Hayfield Rd

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

Priority: 5

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : Asheby Dr

GPS ID: 1050

Project Name: Intersection of Asheby Dr and Wembley Ct

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 11,600.00
 Engineering: (% +/-) 10% \$ 1,200.00
 Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 12,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2z	3z	4A	
Curb ramp does not exist and is needed			X		Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface					
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			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					For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X			X	Remove and replace turning space
No color contrast at base of curb ramp	X			X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X				
Turning space cross slope greater than 2%	X			X	
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%	X				
Ponding occurs at base of curb ramp					Fix curb ramp counter slope

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1050 Intersection of Asheby Dr and Wembley Ct

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Underwood Ave	GPS ID: 1051
Project Name:	Intersection of Underwood Ave and Asheby Dr	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	16,400.00
Engineering: (% +/-)	10%	\$ 1,700.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	18,100.00

Project Location

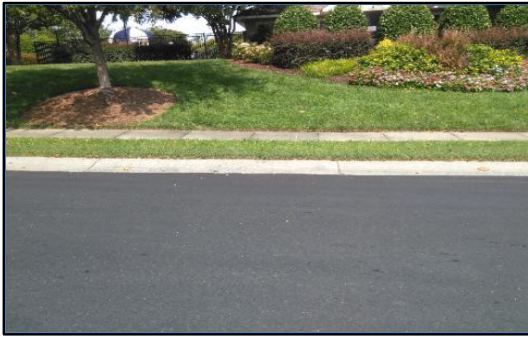


Field Observations

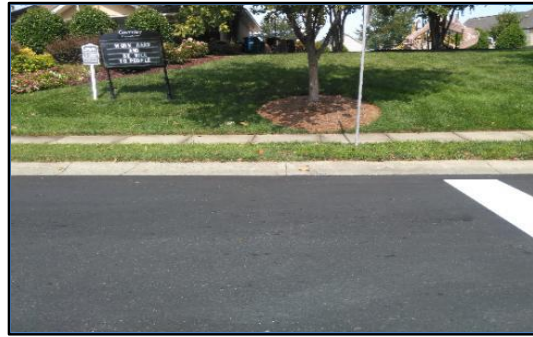
Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	X	Repave roadway
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
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					
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	Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		Remove and replace turning space
Turning space cross slope greater than 2%			X	X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1051 Intersection of Underwood Ave and Asheby Dr

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Cotswold Ct

GPS ID: 1052

Project Name: Intersection of Cotswold Ct and Aldersgate Ave

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 6,300.00
Engineering: (% +/-) 10% \$ 700.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 7,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X		Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X			
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			
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					For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X			Remove and replace turning space
No color contrast at base of curb ramp	X	X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X	X			
Turning space cross slope greater than 2%	X	X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



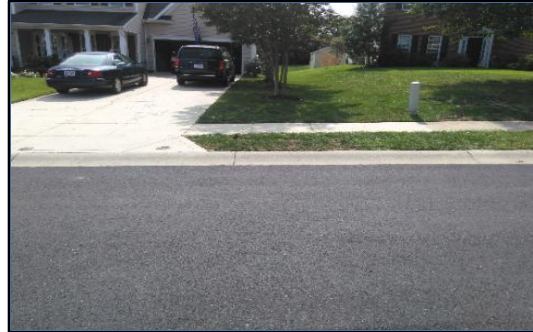
Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1052 Intersection of Cotswold Ct and Aldersgate Ave

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Underwood Ave	GPS ID: 1053
Project Name:	Intersection of Underwood Ave and Cotswold Ct	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	30	SY	\$ 40.00	\$ 1,200.00
2605000000-N	Concrete Curb Ramp (Standard Width)	8	EA	\$ 1,800.00	\$ 14,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	22,600.00
Engineering: (% +/-)	10%	\$ 2,300.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	24,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%			X		Repave roadway
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
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	X	X	Remove and replace curb ramp
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X		X	Remove and replace turning space
Turning space cross slope greater than 2%	X	X	X	X	
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%				X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1053 Intersection of Underwood Ave and Cotswold Ct

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Underwood Ave
Project Name: Intersection of Underwood Ave and Weathersford Pl
Town: Harrisburg

GPS ID: 1054

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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: \$ 14,600.00
Engineering: (% +/-) 10% \$ 1,500.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 16,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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	X	N/A		Repave roadway
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
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					
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	Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%				X	Remove and replace turning space
Turning space cross slope greater than 2%			X	X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1054 Intersection of Underwood Ave and Weathersford Pl

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

Priority: 2

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : Underwood Ave

GPS ID: 1055

Project Name: Intersection of Underwood Ave and Robindale Dr

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 22,100.00
 Engineering: (% +/-) 10% \$ 2,300.00
 Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 24,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%	X	X		N/A	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	N/A	Repave roadway
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	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%		X			
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			Remove and replace curb ramp
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 color truncated domes
No color contrast at base of curb ramp		X	X		
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X	X		Remove and replace turning space
Turning space cross slope greater than 2%			X		
Curb ramp transition onto roadway is greater than 0.25"		X			Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X			Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1055 Intersection of Underwood Ave and Robindale Dr

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Underwood Ave	GPS ID: 1057
Project Name:	Intersection of Underwood Ave and Foxcroft Ln	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	16,400.00
Engineering: (% +/-)	10%	\$ 1,700.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	18,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	Repave roadway
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	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
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					
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	Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X	X	Remove and replace turning space
Turning space cross slope greater than 2%			X	X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1057 Intersection of Underwood Ave and Foxcroft Ln

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Pepsi Way	GPS ID: 1058
Project Name:	Intersection of Pepsi Way and driveway (Lat: 35.3177; Long: -80.6689)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	33	SY	\$ 40.00	\$ 1,320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	9,520.00
Engineering: (% +/-)	10%	\$ 980.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	10,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1A	2A	3A	3B	4A	4B	
Curb ramp does not exist and is needed							Remove and replace curb ramp
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							
Flare cross slope is greater than 10%							
Curb ramp running slope is greater than 8.3%							Remove and replace curb ramp
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	X	X		
Cut-thru ramp cross slope is greater than 2%							
Curb ramp width is less than 48"							Remove and replace curb ramp
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	X			X	
No color contrast at base of curb ramp	X	X	X			X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							Remove and replace turning space
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%	X		X		X		
Turning space cross slope greater than 2%	X	X			X	X	
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 1A



Ramp 2A



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1058 Intersection of Pepsi Way and driveway (Lat. 35.3177; Long. -80.6689)

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Pepsi Way	GPS ID: 1059
Project Name:	Intersection of Pepsi Way and driveway (Lat: 35.3193; Long: -80.6697)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	30	SY	\$ 40.00	\$ 1,200.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	10,400.00
Engineering: (% +/-)	10%	\$	1,100.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	11,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
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					
Flare cross slope is greater than 10%		X		X	
Curb ramp running slope is greater than 8.3%	X	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	X	X	X	
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					For intersection, commercial driveway, and park ramps, install color truncated domes
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	X	X	
No color contrast at base of curb ramp	X	X	X	X	Remove and replace turning space
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X	X	
Turning space cross slope greater than 2%	X	X	X	X	Fix curb ramp counter slope
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%				X	
Ponding occurs at base of curb ramp					



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Priority: 7

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Sims Pkwy
Project Name: Intersection of Sims Pkwy and Forest St
Town: Harrisburg

GPS ID: 1061

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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: \$ 12,520.00
Engineering: (% +/-) 10% \$ 1,280.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 13,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	N/A	
Path of travel running slope is greater than 5%	X		N/A	N/A	
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3z	4z	
Curb ramp does not exist and is needed	X		X		Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk		X			Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp		X			
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X			
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			Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%		X			Remove and replace turning space
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1061 Intersection of Sims Pkwy and Forest St

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	School Cir	GPS ID: 1062
Project Name:	Intersection of School Cir and Robinson Ave	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	64	LF	\$ 16.00	\$ 1,024.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	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	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	17,264.00
Engineering: (% +/-)	10%	\$ 1,736.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	19,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	Good	Repave roadway and replace crosswalk pavement markings
Path of travel running slope is greater than 5%	N/A	X	N/A	X	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	N/A	
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	
Crosswalk striping condition	N/A	Good	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed					Remove and replace curb ramp
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					
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			
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					For intersection, commercial driveway, and park ramps, install color truncated domes
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			Remove and replace turning space
No color contrast at base of curb ramp		X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X	X		Fix curb ramp counter slope
Turning space cross slope greater than 2%		X			
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%		X	X		
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1062 Intersection of School Cir and Robinson Ave

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Sims Pkwy	GPS ID: 1063
Project Name:	Intersection of Sims Pkwy and driveway (Lat. 35.3197; Long. -80.6599)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%		X	
Curb ramp running slope is greater than 8.3%	X	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	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X		
Turning space cross slope greater than 2%	X	X	
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 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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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 1063 Intersection of Sims Pkwy and driveway (Lat. 35.3197; Long. -80.6599)

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	School Cir	GPS ID: 1064
Project Name:	Intersection of School Cir and unnamed road (Lat. 35.3199; Long. -80.6513)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	14,800.00
Engineering: (% +/-)	10%	\$ 1,500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	16,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	Good	
Path of travel running slope is greater than 5%		N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; if median improvement, see shapefile
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					
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			Remove and replace curb ramp
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/landings/flares	X				
Temporary obstruction (>0.25") in curb ramp/landings/flares					
No textured surface at base of curb ramp	X	X			For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"	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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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

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

Priority: 8

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : Sims Pkwy
 Project Name: Intersection of Sims Pkwy and Oakley Dr
 Town: Harrisburg

GPS ID: 1065

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	13	SY	\$ 40.00	\$ 520.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 6,120.00
 Engineering: (% +/-) 10% \$ 680.00
 Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 6,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	N/A	
Path of travel running slope is greater than 5%			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	
Crosswalk width is less than 6'	N/A		N/A	N/A	
Crosswalk striping condition	None	Good	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4z	
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					
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		Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					Remove and replace turning space
Turning space running slope is greater than 2%	X	X			
Turning space cross slope greater than 2%		X	X		
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%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1065 Intersection of Sims Pkwy and Oakley Dr

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

Priority: 5

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : School Cir
 Project Name: Intersection of School Cir and Martha Melvin Rd
 Town: Harrisburg

GPS ID: 1066

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
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	N/A	
Crosswalk striping condition	None	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
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					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%	X	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	X			
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"	X	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			
No color contrast at base of curb ramp	X	X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X				
Turning space cross slope greater than 2%					
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					

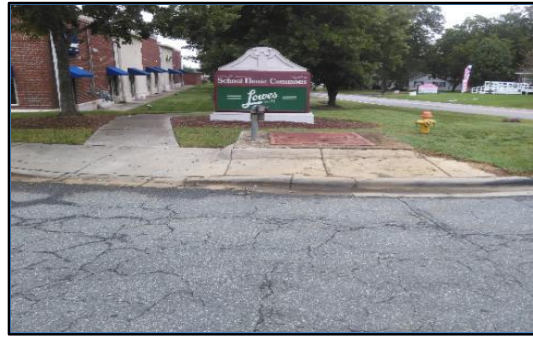
Remove and replace curb ramp

For intersection, commercial driveway, and park ramps, install color truncated domes

Remove and replace turning space



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1066 Intersection of School Cir and Martha Melvin Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Sims Pkwy	GPS ID: 1067
Project Name:	Intersection of Sims Pkwy and driveway (Lat. 35.3203; Long. -80.6602)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	2,120.00
Engineering: (% +/-)	10%	\$ 280.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	2,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2A	3CN	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
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%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X		
Turning space cross slope greater than 2%			
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 2A

Opinion of Probable Construction Cost Disclaimer:

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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 1067 Intersection of Sims Pkwy and driveway (Lat. 35.3203; Long. -80.6602)

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Sims Pkwy	GPS ID: 1068
Project Name:	Intersection of Sims Pkwy and driveway (Lat. 35.3206; Long. -80.6603)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	2,240.00
Engineering: (% +/-)	10%	\$ 260.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	2,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%		X	
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%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%			
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 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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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 1068 Intersection of Sims Pkwy and driveway (Lat. 35.3206; Long. -80.6603)

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Sims Pkwy	GPS ID: 1070
Project Name:	Intersection of Sims Pkwy and driveway (Lat. 35.3209; Long. -80.6604)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	2,240.00
Engineering: (% +/-)	10%	\$ 260.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	2,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			
Blended transition running slope is greater than 5%		X	
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X	X	
Turning space cross slope greater than 2%			
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 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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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 1070 Intersection of Sims Pkwy and driveway (Lat. 35.3209; Long. -80.6604)

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Morris Dr	GPS ID: 1073
Project Name:	Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6601)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%		X	
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	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection, commercial driveway, and park ramps, install color truncated domes
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		
No color contrast at base of curb ramp	X		
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	Remove and replace turning space
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Morris Dr	GPS ID: 1075
Project Name:	Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6595)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	8,200.00
Engineering: (% +/-)	10%	\$ 900.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	9,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			Remove and replace curb ramp
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"			Remove and replace curb ramp
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	
No color contrast at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			Remove and replace turning space
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%	X	X	Fix curb ramp transition
Curb ramp transition onto roadway is greater than 0.25"	X	X	
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Morris Dr	GPS ID: 1076
Project Name:	Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6592)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	2,240.00
Engineering: (% +/-)	10%	\$ 260.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	2,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'Y', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%	X		
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%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1076 Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6592)

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Main St	GPS ID: 1077
Project Name:	Intersection of Main St and driveway (Lat. 35.3222; Long. -80.6437)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	3	SY	\$ 40.00	\$ 120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	120.00
Engineering: (% +/-)	10%	\$ 80.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	4A	
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			
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%			
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			
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			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%		X	Remove and replace turning space
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 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Morris Dr	GPS ID: 1078
Project Name:	Intersection of Morris Dr and driveway (Lat. 35.3224; Long. -80.658)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	6,200.00
Engineering: (% +/-)	10%	\$ 700.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	6,900.00

Project Location



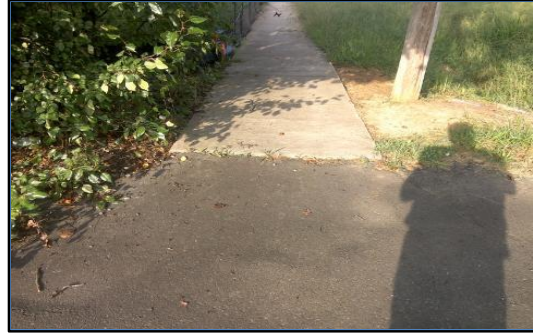
Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			
Blended transition running slope is greater than 5%			For intersection, commercial driveway, and park ramps, install color truncated domes
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			Remove and replace turning space
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			Fix curb ramp transition
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%		X	
Curb ramp transition onto roadway is greater than 0.25"		X	
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Morris Dr	GPS ID: 1080
Project Name:	Intersection of Morris Dr and driveway (Lat. 35.3224; Long. -80.6575)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,700.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	5,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			Remove and replace curb ramp
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"			Remove temporary obstruction
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		X	
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X		
Turning space cross slope greater than 2%	X	X	Remove and replace turning space
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1080 Intersection of Morris Dr and driveway (Lat. 35.3224; Long. -80.6575)

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Morris Dr	GPS ID: 1082
Project Name:	Intersection of Morris Dr and Patricia Ave	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	18	SY	\$ 40.00	\$ 720.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	40	LF	\$ 16.00	\$ 640.00
---	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:	\$	11,760.00
Engineering: (% +/-)	10%	\$ 1,240.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	13,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	Good	
Path of travel running slope is greater than 5%	N/A	N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	Repave roadway and install crosswalk pavement markings
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A	N/A		
Crosswalk width is less than 6'	N/A	N/A		N/A	
Crosswalk striping condition	N/A	N/A	Good	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)					Possible Solutions
	1z	2z	3A	4A	4B	
Curb ramp does not exist and is needed	X					Install curb ramp; if median improvement, see shapefile
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						
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"						Remove and replace curb ramp
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						
No color contrast at base of curb ramp						
Turning space does not exist and is needed						
Turning space length is less than 4' (or 5' when constrained)						
Turning space width is less than 4' (or 5' when constrained)						
Turning space running slope is greater than 2%			X	X	X	
Turning space cross slope greater than 2%			X	X	X	Remove and replace turning space
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						

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1082 Intersection of Morris Dr and Patricia Ave

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Morris Dr	GPS ID: 1083
Project Name:	Intersection of Morris Dr and driveway (Lat. 35.3227; Long. -80.6536)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%	X		
Curb ramp running slope is greater than 8.3%	X	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"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X	X	
Turning space cross slope greater than 2%	X	X	
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1083 Intersection of Morris Dr and driveway (Lat. 35.3227; Long. -80.6536)

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Morris Dr	GPS ID: 1084
Project Name:	Intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6527)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	6,200.00
Engineering: (% +/-)	10%	\$	700.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	6,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			Remove and replace curb ramp
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"			Remove and replace curb ramp
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	
No color contrast at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			Remove and replace turning space
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X		
Turning space cross slope greater than 2%	X	X	Fix curb ramp counter slope
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%	X		
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1084 Intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6527)

ZZZZZZ

Kimley-Horn and Associates, Inc.

Priority: 2

Project Description for Unsignalized Intersection

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : Morris Dr

GPS ID: 1085

Project Name: Intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6524)

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 4,740.00
 Engineering: (% +/-) 10% \$ 560.00
 Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 5,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			Remove and replace curb ramp
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"			Remove and replace curb ramp
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	
No color contrast at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			Remove and replace turning space
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X	X	
Turning space cross slope greater than 2%		X	
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%	X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1085 Intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6524)

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

Priority: 13

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : School Ave
 Project Name: Intersection of School Ave and Morris Dr
 Town: Harrisburg

GPS ID: 1086

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	0	SY	\$ 40.00	\$ -
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,800.00
 Engineering: (% +/-) 10% \$ 200.00
 Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 2,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	N/A	Good	
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	N/A	
Crosswalk striping condition	N/A	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3z	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
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					
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%					
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%					
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					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1086 Intersection of School Ave and Morris Dr

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Kee Ln	GPS ID: 1087
Project Name:	Intersection of Kee Ln and driveway (Lat. 35.323; Long. -80.6455)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	6,200.00
Engineering: (% +/-)	10%	\$	700.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	6,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.3%		X	
Blended transition running slope is greater than 5%			For intersection, commercial driveway, and park ramps, install color truncated domes
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"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares	X		Remove and replace turning space
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			Fix curb ramp counter slope
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%		X	
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%	X		
Ponding occurs at base of curb ramp			



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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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 1087 Intersection of Kee Ln and driveway (Lat. 35.323; Long. -80.6455)

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Kee Ln	GPS ID: 1088
Project Name:	Intersection of Kee Ln and driveway (Lat. 35.3232; Long. -80.6455)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	2,900.00
Engineering: (% +/-)	10%	\$	300.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	3,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	2A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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		X	
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	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	Remove and replace turning space
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X		
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 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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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 1088 Intersection of Kee Ln and driveway (Lat. 35.3232; Long. -80.6455)

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

Priority: 2

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : Kee Ln
 Project Name: Intersection of Kee Ln and Financial Way
 Town: Harrisburg

GPS ID: 1090

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	4,620.00
Engineering: (% +/-)	10%	\$ 480.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	5,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	N/A	
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	N/A	
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
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					
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%					
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X		
No color contrast at base of curb ramp			X		
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X			
Turning space cross slope greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"		X			
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					

Remove and replace curb ramp

For intersection, commercial driveway, and park ramps, install color truncated domes

Remove and replace turning space

Fix curb ramp transition



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

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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 1090 Intersection of Kee Ln and Financial Way

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client: Town of Harrisburg	Date: 8/10/21
Program: ADA Self-Evaluation and Transition Plan	
KHA No.: 018536037	

Corridor : Main St	GPS ID: 1091
Project Name: Intersection of Main St and Financial Way	
Town: Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	20	SY	\$ 40.00	\$ 800.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	1	LS	\$ 5,000.00	\$ 5,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	15,500.00
Engineering: (% +/-)	10%	\$ 1,600.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	17,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A	X	Repave roadway
Path of travel cross slope is greater than 5% for free-flow approaches	N/A	N/A		N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; if median improvement, see shapefile
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					
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				Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp	X	X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X	X	X		Remove and replace turning space
Turning space cross slope greater than 2%	X				
Curb ramp transition onto roadway is greater than 0.25"			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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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End of Project Description for Project 1091 Intersection of Main St and Financial Way

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Financial Way	GPS ID: 1092
Project Name:	Intersection of Financial Way and driveway (Lat. 35.3236; Long. -80.6431)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	6,200.00
Engineering: (% +/-)	10%	\$ 700.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	6,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			
Blended transition running slope is greater than 5%	X	X	
Cut-thru ramp running slope is greater than 5%			
Curb ramp cross slope is greater than 2%			
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	Fix curb ramp counter slope
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%		X	
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Financial Way	GPS ID: 1093
Project Name:	Intersection of Financial Way and driveway (Lat. 35.3236; Long. -80.6426)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'Y', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%	X		Remove and replace curb ramp
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"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	
No color contrast at base of curb ramp	X	X	Remove and replace turning space
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Financial Way	GPS ID: 1094
Project Name:	Intersection of Financial Way and driveway (Lat. 35.3237; Long. -80.6424)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'Y', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.3%	X	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"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	X	X	
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	Remove and replace turning space
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Kee Ln	GPS ID: 1095
Project Name:	Intersection of Kee Ln and driveway (Lat. 35.3238; Long. -80.6456)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	3	SY	\$ 40.00	\$ 120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	1,120.00
Engineering: (% +/-)	10%	\$ 180.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	1,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			For intersection, commercial driveway, and park ramps, install color truncated domes. Install turning space.
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			
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%			
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			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X	X	
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed	X		
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%			
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 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1095 Intersection of Kee Ln and driveway (Lat. 35.3238; Long. -80.6456)

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Ruckus Rd	GPS ID: 1096
Project Name:	Intersection of Ruckus Rd and driveway (Lat. 35.3238; Long. -80.6418)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	\$	500.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:	\$		4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%		X	
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"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	Remove and replace turning space
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%			
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 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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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

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Kee Ln	GPS ID: 1097
Project Name:	Intersection of Kee Ln and driveway (Lat. 35.3239; Long. -80.6456)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	3,920.00
Engineering: (% +/-)	10%	\$ 480.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,400.00

Project Location



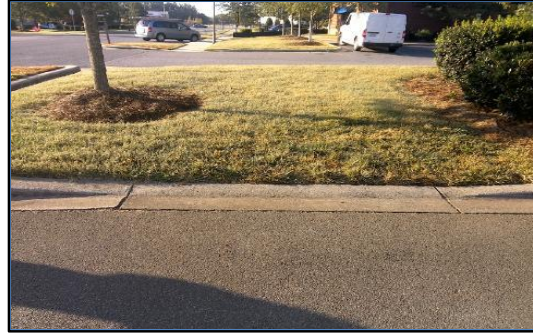
Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'y', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	4z	
Curb ramp does not exist and is needed		X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp			Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface	X		
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"			
Cut-thru ramp width is less than 60"			
Permanent obstruction (>0.25") in curb ramp/landing/flares			For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp	X		
No color contrast at base of curb ramp	X		Remove and replace turning space
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X		
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 1A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1097 Intersection of Kee Ln and driveway (Lat. 35.3239; Long. -80.6456)

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

Priority: 2

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Kee Ln

GPS ID: 1098

Project Name: Intersection of Kee Ln and Hagler St

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	30	SY	\$ 40.00	\$ 1,200.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	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: \$ 20,700.00
Engineering: (% +/-) 10% \$ 2,100.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 22,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A	X	N/A	X	Repave roadway
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	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1z	2A	2B	3A	3B	4A	
Curb ramp does not exist and is needed	X						Install curb ramp; if median improvement, see shapefile
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							
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		X	Remove and replace curb ramp
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							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp						X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp						X	
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%						X	Remove and replace turning space
Turning space cross slope greater than 2%							
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



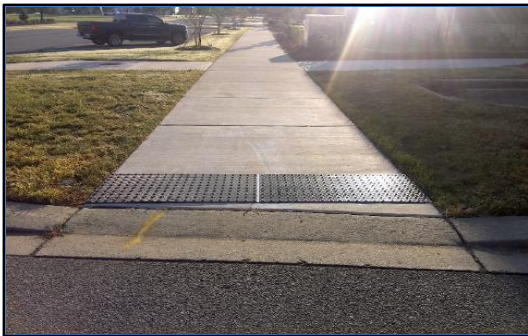
Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1098 Intersection of Kee Ln and Hagler St

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Hagler St	GPS ID: 1099
Project Name:	Intersection of Hagler St and driveway (Lat. 35.3244; Long. -80.6448)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	30	SY	\$ 40.00	\$ 1,200.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	6,600.00
Engineering: (% +/-)	10%	\$ 700.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	7,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
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					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					For intersection, commercial driveway, and park ramps, install color truncated domes
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	X		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					Remove and replace turning space
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		
No color contrast at base of curb ramp			X		Remove and replace turning space
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X			X	
Turning space cross slope greater than 2%					
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					



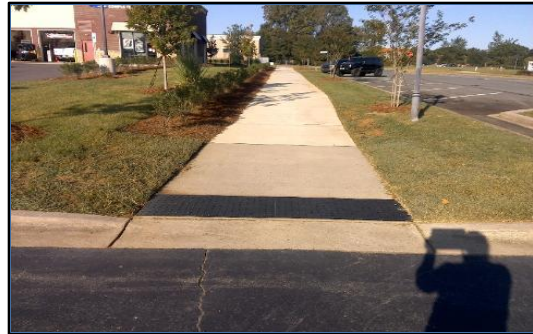
Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1099 Intersection of Hagler St and driveway (Lat. 35.3244; Long. -80.6448)

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

Priority: 2

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Main St
Project Name: Intersection of Main St and Hagler St
Town: Harrisburg
GPS ID: 1100

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	40	SF	\$ 50.00	\$ 2,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	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: \$ 9,920.00
Engineering: (% +/-) 10% \$ 1,080.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 11,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1A	1B	2z	3A	3B	4A	
Curb ramp does not exist and is needed			X				Install curb ramp; if median improvement, see shapefile
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							
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%							
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							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp				X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp				X	X	X	
Turning space does not exist and is needed							Remove and replace turning space
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%		X					
Turning space cross slope greater than 2%							
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	X					X	Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

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Project Location Map Sources:

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End of Project Description for Project 1100 Intersection of Main St and Hagler St

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Hagler St	GPS ID: 1101
Project Name:	Intersection of Hagler St and driveway (Lat. 35.3246; Long. -80.6431)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	5,000.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	5,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'y', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface					
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	
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					For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X	X	
No color contrast at base of curb ramp		X	X	X	Remove and replace turning space
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%		X			
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					



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Physicians Blvd	GPS ID: 1102
Project Name:	Intersection of Physicians Blvd and Harrisburg Plz	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 5,000.00	\$ 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:	\$	9,420.00
Engineering: (% +/-)	10%	\$	980.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	10,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	N/A	
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	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)					Possible Solutions
	Ez	1z	2z	3A	4z	
Curb ramp does not exist and is needed	X		X			Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface						
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		
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						For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp		X		X		Remove and replace turning space
No color contrast at base of curb ramp		X		X		
Turning space does not exist and is needed						
Turning space length is less than 4' (or 5' when constrained)						
Turning space width is less than 4' (or 5' when constrained)						
Turning space running slope is greater than 2%				X		
Turning space cross slope greater than 2%				X		
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						

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



East Median No Ramp (Ez)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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End of Project Description for Project 1102 Intersection of Physicians Blvd and Harrisburg Plz

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

Priority: 2

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Carl Parmer Dr
Project Name: Intersection of Carl Parmer Dr and Hagler St
Town: Harrisburg

GPS ID: 1103

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	0	SY	\$ 40.00	\$ -
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 4,100.00
Engineering: (% +/-) 10% \$ 500.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 4,600.00

Project Location



Field Observations

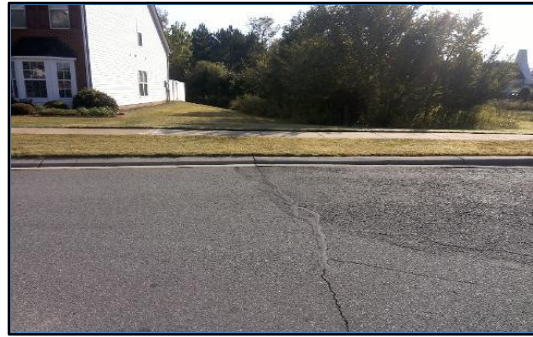
Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	Good	
Path of travel running slope is greater than 5%		N/A	N/A		
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A		
Path of travel cross slope is greater than 5% for free-flow approaches		N/A	N/A	N/A	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	N/A	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2z	3z	4z	
Curb ramp does not exist and is needed		X		X	Install curb ramp; if median improvement, see shapefile
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					
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%					
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X				For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X				
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%					
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1103 Intersection of Carl Parmer Dr and Hagler St

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Kee Ln	GPS ID: 1104
Project Name:	Intersection of Kee Ln and Physicians Blvd (Lat. 35.325; Long. -80.6457)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	0	SY	\$ 40.00	\$ -
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$ -
Engineering: (% +/-)	10% \$ -
Contingency: (% +/-)	0% \$ -
Estimated Project Cost:	\$ -

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2A	3A	
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			
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%			
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			
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			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%			
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 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Priority: 2

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Main St
Project Name: Intersection of Main St and Town Hall Pl
Town: Harrisburg

GPS ID: 1105

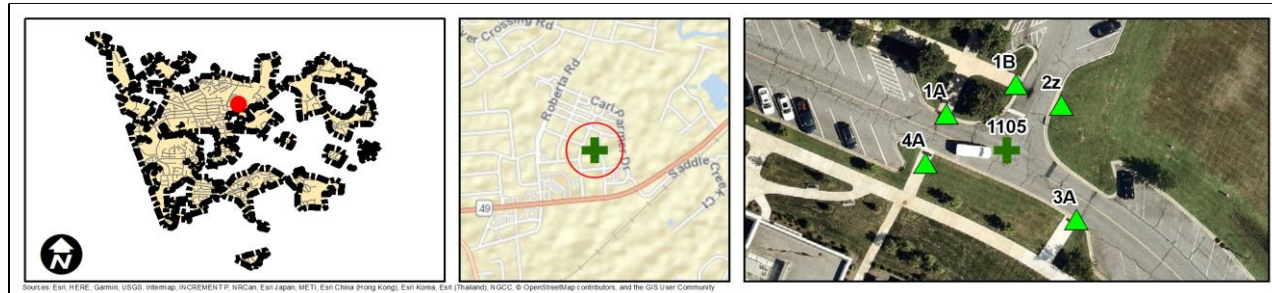
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	24	SY	\$ 40.00	\$ 960.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 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: \$ 9,360.00
Engineering: (% +/-) 10% \$ 940.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 10,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)					Possible Solutions
	1A	1B	2z	3A	4A	
Curb ramp does not exist and is needed			X			Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface						
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	
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						For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp	X	X				Remove and replace turning space
No color contrast at base of curb ramp	X	X				
Turning space does not exist and is needed						
Turning space length is less than 4' (or 5' when constrained)						
Turning space width is less than 4' (or 5' when constrained)						
Turning space running slope is greater than 2%	X	X		X	X	
Turning space cross slope greater than 2%						
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	X					Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1105 Intersection of Main St and Town Hall Pl

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

Priority: 2

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : Main St

GPS ID: 1106

Project Name: Intersection of Main St and Kee Ln

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	22	SY	\$ 40.00	\$ 880.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	40	LF	\$ 16.00	\$ 640.00
---	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: \$ 16,020.00
 Engineering: (% +/-) 10% \$ 1,680.00
 Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 17,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway and replace crosswalk pavement markings
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	
Crosswalk striping condition	Good	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'y', or 'CN' in ramp label indicates no existing ramp)							Possible Solutions
	1A	1B	2A	2B	3A	3B	4z	
Curb ramp does not exist and is needed							X	Install curb ramp; if median improvement, see shapefile
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								
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	X					Remove and replace curb ramp
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								
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 color truncated domes
No color contrast at base of curb ramp			X	X				
Turning space does not exist and is needed								
Turning space length is less than 4' (or 5' when constrained)								
Turning space width is less than 4' (or 5' when constrained)								
Turning space running slope is greater than 2%		X	X					Remove and replace turning space
Turning space cross slope greater than 2%								
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								

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1106 Intersection of Main St and Kee Ln

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Main St	GPS ID: 1107
Project Name:	Intersection of Main St and driveway (Lat. 35.3261; Long. -80.6463)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	22	SY	\$ 40.00	\$ 880.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	8,080.00
Engineering: (% +/-)	10%	\$ 820.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	8,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4A	
Curb ramp does not exist and is needed			X		Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk	X				
No 4' x 4' clear space at base of curb ramp					Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%				X	Remove and replace curb ramp
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	X		X	
Cut-thru ramp cross slope is greater than 2%					For intersection, commercial driveway, and park ramps, install color truncated domes
Curb ramp width is less than 48"					
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	Remove and replace turning space
No color contrast at base of curb ramp	X			X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X				Remove and replace turning space
Turning space cross slope greater than 2%	X			X	
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 1A



Ramp 2A



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Town Hall Pl	GPS ID: 1108
Project Name:	Intersection of Town Hall Pl and driveway (Lat: 35.3261; Long: -80.6444)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	12	SY	\$ 40.00	\$ 480.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,580.00
Engineering: (% +/-)	10%	\$ 520.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	5,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)			Possible Solutions
	2A	3z	4H	
Curb ramp does not exist and is needed		X		Install curb ramp; if median improvement, see shapefile
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				
Flare cross slope is greater than 10%				
Curb ramp running slope is greater than 8.3%			X	Remove and replace curb ramp
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"				For intersection, commercial driveway, and park ramps, install color truncated domes
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	
No color contrast at base of curb ramp	X		X	Remove and replace turning space
Turning space does not exist and is needed				
Turning space length is less than 4' (or 5' when constrained)				
Turning space width is less than 4' (or 5' when constrained)				
Turning space running slope is greater than 2%				
Turning space cross slope greater than 2%	X		X	
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 2A



Corner 3 No Ramp (3z)



Ramp 4H

Opinion of Probable Construction Cost Disclaimer:

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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 1108 Intersection of Town Hall Pl and driveway (Lat. 35.3261; Long. -80.6444)

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Main St
Project Name: Intersection of Main St and Professional Blvd
Town: Harrisburg

GPS ID: 1109

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	24	SY	\$ 40.00	\$ 960.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	70	SF	\$ 50.00	\$ 3,500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 10,260.00
Engineering: (% +/-) 10% \$ 1,040.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 11,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)								Possible Solutions
	1A	1B	2A	2B	3A	3B	4A	4B	
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									
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				Remove and replace curb ramp
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									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Turning space does not exist and is needed									
Turning space length is less than 4' (or 5' when constrained)									
Turning space width is less than 4' (or 5' when constrained)									
Turning space running slope is greater than 2%		X		X					Remove and replace turning space
Turning space cross slope greater than 2%							X		
Curb ramp transition onto roadway is greater than 0.25"								X	Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%		X							Fix curb ramp counter slope
Ponding occurs at base of curb ramp									

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



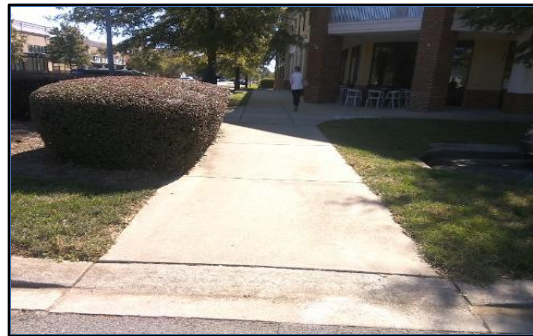
Ramp 2A



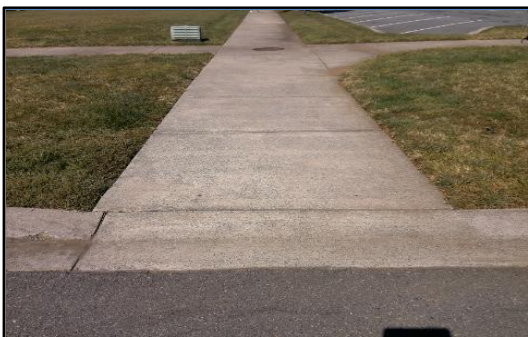
Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1109 Intersection of Main St and Professional Blvd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Carl Parmer Dr	GPS ID: 1111
Project Name:	Intersection of Carl Parmer Dr and Town Center Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	6	SY	\$ 40.00	\$ 240.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	8,040.00
Engineering: (% +/-)	10%	\$ 860.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	8,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	Good	Good	
Path of travel running slope is greater than 5%		N/A			
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	N/A	X	Repave roadway
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	N/A	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2z	3z	4A	
Curb ramp does not exist and is needed		X			Install curb ramp; if median improvement, see shapefile
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					
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%					
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					
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 color truncated domes
No color contrast at base of curb ramp	X			X	
Turning space does not exist and is needed					Remove and replace turning space
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X				
Turning space cross slope greater than 2%	X				
Curb ramp transition onto roadway is greater than 0.25"				X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1111 Intersection of Carl Parmer Dr and Town Center Rd

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

Priority: 5

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Main St
Project Name: Intersection of Main St and driveway (Lat. 35.3266; Long. -80.6479)
Town: Harrisburg

GPS ID: 1112

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	12	SY	\$ 40.00	\$ 480.00
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	40	SF	\$ 50.00	\$ 2,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 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: \$ 8,480.00
Engineering: (% +/-) 10% \$ 920.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 9,400.00

Project Location



Field Observations

Intersection Issues	N	E	S	W	Possible Solutions
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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	1A	2A	3A	4A	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					
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%					
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					Remove and replace turning space
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					Fix curb ramp transition
Turning space cross slope greater than 2%		X		X	
Curb ramp transition onto roadway is greater than 0.25"		X	X		Fix ponding
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	X				



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Priority: 2

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Town Center Rd
Project Name: Intersection of Town Center Rd and Town Hall Pl
Town: Harrisburg

GPS ID: 1113

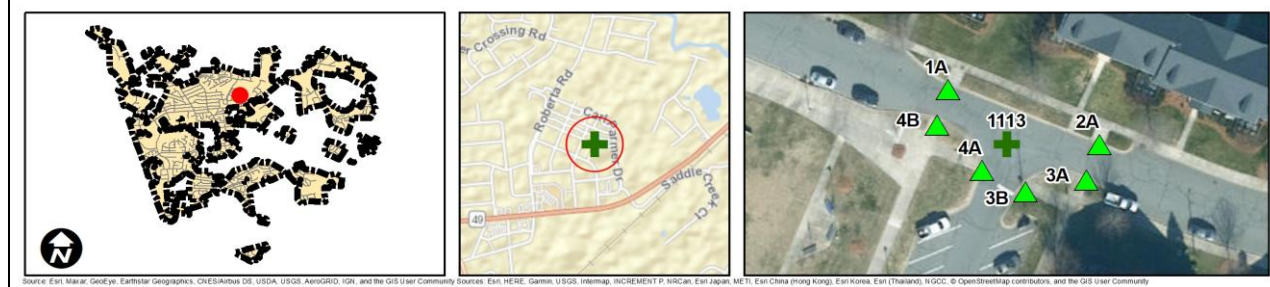
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	28	SY	\$ 40.00	\$ 1,120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	50	SF	\$ 50.00	\$ 2,500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 5,420.00
Engineering: (% +/-) 10% \$ 580.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 6,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)						Possible Solutions
	1A	2A	3A	3B	4A	4B	
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							
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						Remove and replace curb ramp
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							
Temporary obstruction (>0.25") in curb ramp/landing/flares							
No textured surface at base of curb ramp	X	X	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	X	
Turning space does not exist and is needed							
Turning space length is less than 4' (or 5' when constrained)							
Turning space width is less than 4' (or 5' when constrained)							
Turning space running slope is greater than 2%	X			X		X	Remove and replace turning space
Turning space cross slope greater than 2%		X	X				
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							

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1113 Intersection of Town Center Rd and Town Hall Pl

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Harrisburg Plz	GPS ID: 1114
Project Name:	Intersection of Harrisburg Plz and Main St	
Town:	Harrisburg	

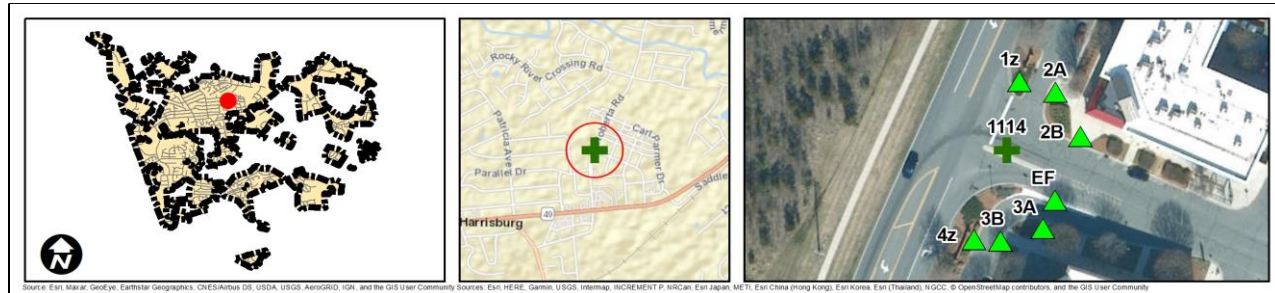
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	26	SY	\$ 40.00	\$ 1,040.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 5,000.00	\$ 5,000.00
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	13,940.00
Engineering: (% +/-)	10%	\$	1,460.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	15,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	N/A	
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	N/A	Good	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)							Possible Solutions
	EF	1z	2A	2B	3A	3B	4z	
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	X							
Flare cross slope is greater than 10%			X					
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		Remove and replace curb ramp; if median improvement, see shapefile
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								
Temporary obstruction (>0.25") in curb ramp/landing/flares								
No textured surface at base of curb ramp			X	X	X	X		For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp			X	X	X	X		
Turning space does not exist and is needed								
Turning space length is less than 4' (or 5' when constrained)								
Turning space width is less than 4' (or 5' when constrained)								
Turning space running slope is greater than 2%			X		X	X		Remove and replace turning space
Turning space cross slope greater than 2%						X		
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%						X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp								



Ramp East F



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1114 Intersection of Harrisburg Plz and Main St

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

Priority: 2

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Kee Ln

GPS ID: 1115

Project Name: Intersection of Kee Ln and Town Center Rd

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	0	SY	\$ 40.00	\$ -
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	40	SF	\$ 50.00	\$ 2,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 2,000.00
Engineering: (% +/-) 10% \$ 200.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 2,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
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%					
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					
Temporary obstruction (>0.25') in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes.
No color contrast at base of curb ramp	X	X	X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%					
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1115 Intersection of Kee Ln and Town Center Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Carl Parmer Dr	GPS ID: 1116
Project Name:	Intersection of Carl Parmer Dr and driveway (Lat: 35.3269; Long: -80.6428)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	2,740.00
Engineering: (% +/-)	10%	\$ 360.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	3,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'Y', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			Remove and replace curb ramp
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"			Remove and replace curb ramp
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	
No color contrast at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			Remove and replace turning space
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%		X	
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 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Professional Blvd	GPS ID: 1117
Project Name:	Intersection of Professional Blvd and driveway (Lat. 35.327; Long. -80.6467)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	4,620.00
Engineering: (% +/-)	10%	\$ 480.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	5,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2A	3A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			Remove and replace curb ramp
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"			Remove and replace curb ramp
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	
No color contrast at base of curb ramp	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			Remove and replace turning space
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	Remove and replace turning space
Turning space cross slope greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"		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			



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Kee Ln	GPS ID: 1118
Project Name:	Intersection of Kee Ln and driveway (Lat. 35.3273; Long. -80.6448)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	30	SF	\$ 50.00	\$ 1,500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	7,540.00
Engineering: (% +/-)	10%	\$ 760.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	8,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
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					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					
Blended transition running slope is greater than 5%					For intersection, commercial driveway, and park ramps, install color truncated domes
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"					
Cut-thru ramp width is less than 60"					
Permanent obstruction (>0.25") in curb ramp/landing/flares					Remove and replace turning space
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)			X		Fix curb ramp transition
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%					
Curb ramp transition onto roadway is greater than 0.25"				X	
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 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Carl Parmer Dr	GPS ID: 1119
Project Name:	Intersection of Carl Parmer Dr and Center Place Dr	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	10,800.00
Engineering: (% +/-)	10%	\$ 1,100.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	11,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
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%				X	
Curb ramp cross slope is greater than 2%					
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	
No color contrast at base of curb ramp	X	X	X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		
Turning space cross slope greater than 2%				X	
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%			X		
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1119 Intersection of Carl Parmer Dr and Center Place Dr

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Professional Blvd
Project Name: Intersection of Professional Blvd and Town Center Rd
Town: Harrisburg

GPS ID: 1120

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	13	SY	\$ 40.00	\$ 520.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	70	SF	\$ 50.00	\$ 3,500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 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: \$ 7,820.00
Engineering: (% +/-) 10% \$ 880.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 8,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)								Possible Solutions
	1A	1B	2A	2B	3A	3B	4A	4B	
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									
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%									
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									
Temporary obstruction (>0.25") in curb ramp/landing/flares									
No textured surface at base of curb ramp	X	X	X	X	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	X	X	X	X	
Turning space does not exist and is needed									
Turning space length is less than 4' (or 5' when constrained)									
Turning space width is less than 4' (or 5' when constrained)									
Turning space running slope is greater than 2%	X	X							Remove and replace turning space
Turning space cross slope greater than 2%									
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					X				Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 1B



Ramp 2A



Ramp 2B



Ramp 3A



Ramp 3B



Ramp 4A



Ramp 4B

Opinion of Probable Construction Cost Disclaimer:

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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 1120 Intersection of Professional Blvd and Town Center Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Harrisburg Plz	GPS ID: 1121
Project Name:	Intersection of Harrisburg Plz and driveway (Lat: 35.3275; Long: -80.6481)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 5,000.00	\$ 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:	\$	8,920.00
Engineering: (% +/-)	10%	\$ 980.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	9,900.00

Project Location



Field Observations

Intersection Issues	N	E	S	W	Possible Solutions
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)					Possible Solutions
	Nz	1z	2z	3A	4z	
Curb ramp does not exist and is needed	X		X			Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk						
No 4' x 4' clear space at base of curb ramp						Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface						
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%						
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						For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares						
No textured surface at base of curb ramp				X		
No color contrast at base of curb ramp				X		
Turning space does not exist and is needed						
Turning space length is less than 4' (or 5' when constrained)						
Turning space width is less than 4' (or 5' when constrained)						
Turning space running slope is greater than 2%						
Turning space cross slope greater than 2%						
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						



North Median No Ramp (Nz)



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1121 Intersection of Harrisburg Plz and driveway (Lat. 35.3275; Long. -80.6481)

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Center Place Dr
Project Name: Intersection of Center Place Dr and Tyrel Dr
Town: Harrisburg

GPS ID: 1122

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 8,140.00
Engineering: (% +/-) 10% \$ 860.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; if median improvement, see shapefile
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					
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				Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp	X	X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		Remove and replace turning space
Turning space cross slope greater than 2%	X	X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1122 Intersection of Center Place Dr and Tyrel Dr

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Professional Blvd	GPS ID: 1123
Project Name:	Intersection of Professional Blvd and driveway (Lat. 35.3277; Long. -80.6463)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	18	SY	\$ 40.00	\$ 720.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	9,320.00
Engineering: (% +/-)	10%	\$ 980.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	10,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
Curb ramp does not exist and is needed					Remove and replace curb ramp
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					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					Remove and replace curb ramp
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"					Remove and replace curb ramp
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	X	X	
No color contrast at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					Remove and replace turning space
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%		X	X	X	Fix curb ramp transition
Curb ramp transition onto roadway is greater than 0.25"				X	
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X				Fix curb ramp counter slope
Ponding occurs at base of curb ramp					



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Kee Ln	GPS ID: 1124
Project Name:	Intersection of Kee Ln and Center Place Dr	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	9,040.00
Engineering: (% +/-)	10%	\$ 960.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	10,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2z	3A	4A	
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					
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%					
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			X		
No textured surface at base of curb ramp	X		X	X	
No color contrast at base of curb ramp	X		X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%			X	X	
Curb ramp transition onto roadway is greater than 0.25"			X	X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1124 Intersection of Kee Ln and Center Place Dr

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Carl Parmer Dr	GPS ID: 1125
Project Name:	Intersection of Carl Parmer Dr and driveway (Lat: 35.3277; Long: -80.6429)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 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:	\$	4,620.00
Engineering: (% +/-)	10%	\$ 480.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	5,100.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'Y', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%		X	
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	
Cut-thru ramp cross slope is greater than 2%		X	
Curb ramp width is less than 48"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	Remove and replace turning space
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			Fix ponding
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%			
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		X	



Ramp 1A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Center Place Dr	GPS ID: 1126
Project Name:	Intersection of Center Place Dr and Lentz Way	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	8,140.00
Engineering: (% +/-)	10%	\$ 860.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; if median improvement, see shapefile
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					
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				Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp	X	X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%	X				Remove and replace turning space
Turning space cross slope greater than 2%	X	X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1126 Intersection of Center Place Dr and Lentz Way

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Harrisburg Plz	GPS ID: 1127
Project Name:	Intersection of Harrisburg Plz and Town Center Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	5,920.00
Engineering: (% +/-)	10%	\$	680.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	6,600.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	N/A	
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	N/A	
Crosswalk striping condition	N/A	None	N/A	N/A	

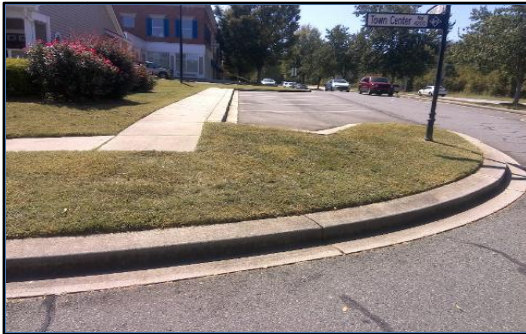
Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3z	4z	
Curb ramp does not exist and is needed			X		Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%		X			
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			
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					For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X			Remove and replace turning space
No color contrast at base of curb ramp		X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X			
Turning space cross slope greater than 2%		X			
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%		X			
Ponding occurs at base of curb ramp					Fix curb ramp counter slope



Corner 1 No Ramp (1z)



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1127 Intersection of Harrisburg Plz and Town Center Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Harrisburg Plz	GPS ID: 1128
Project Name:	Intersection of Harrisburg Plz and driveway (Lat: 35.3282; Long: -80.6478)	
Town:	Harrisburg	

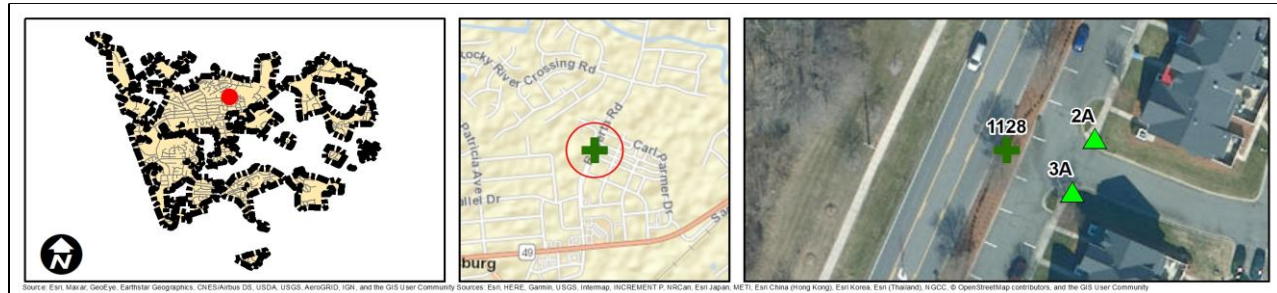
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	3	SY	\$ 40.00	\$ 120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	5,120.00
Engineering: (% +/-)	10%	\$	580.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	5,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	2A	3A	
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			
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%			
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			
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 color truncated domes
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			Remove and replace turning space
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%			
Curb ramp transition onto roadway is greater than 0.25"	X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%	X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp			



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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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 1128 Intersection of Harrisburg Plz and driveway (Lat. 35.3282; Long. -80.6478)

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Professional Blvd

GPS ID: 1129

Project Name: Intersection of Professional Blvd and Center Place Dr

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	18	SY	\$ 40.00	\$ 720.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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: \$ 12,920.00
Engineering: (% +/-) 10% \$ 1,380.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 14,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%					
Path of travel cross slope is greater than 2% for stop control approaches	N/A		N/A		
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
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			Remove and replace curb ramp
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%			X		Remove and replace turning space
Curb ramp transition onto roadway is greater than 0.25"	X		X		
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%					Fix curb ramp transition
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1129 Intersection of Professional Blvd and Center Place Dr

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Carl Parmer Dr
Project Name: Intersection of Carl Parmer Dr and driveway (Lat: 35.3282; Long: -80.6435)
Town: Harrisburg

GPS ID: 1130

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 2,700.00
Engineering: (% +/-) 10% \$ 300.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 3,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%			
Curb ramp running slope is greater than 8.3%			Remove and replace curb ramp
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"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	
No color contrast at base of curb ramp	X	X	Remove and replace turning space
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X		
Turning space cross slope greater than 2%		X	
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Priority: 5

Client: Town of Harrisburg
 Program: ADA Self-Evaluation and Transition Plan
 KHA No.: 018536037

Date: 8/10/21

Corridor : Carl Parmer Dr
 Project Name: Intersection of Carl Parmer Dr and Tyeal Dr
 Town: Harrisburg

GPS ID: 1131

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 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:	\$	11,600.00
Engineering: (% +/-)	10%	\$ 1,200.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	12,800.00

Project Location



Field Observations

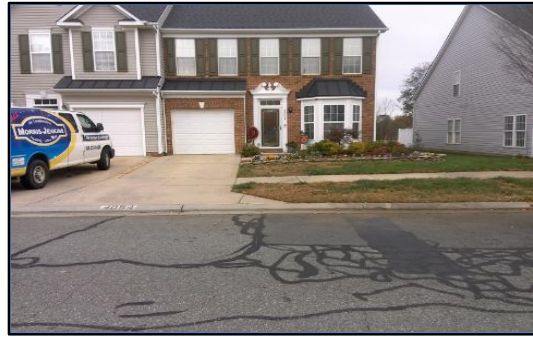
Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A				
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A		N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
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					
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%					Remove and replace curb ramp
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	X	
Temporary obstruction (>0.25") in curb ramp/landing/flares			X	X	
No textured surface at base of curb ramp			X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					Remove and replace turning space
Turning space cross slope greater than 2%			X		
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			X		Fix ponding

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1131 Intersection of Carl Parmer Dr and Tyrel Dr

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Carl Parmer Dr	GPS ID: 1132
Project Name:	Intersection of Carl Parmer Dr and unnamed road (Lat. 35.3284; Long. -80.6443)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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:	\$	13,140.00
Engineering: (% +/-)	10%	\$ 1,360.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	14,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	N/A	Good	
Path of travel running slope is greater than 5%			N/A		
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A	N/A	N/A	Repave roadway
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	N/A	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
Curb ramp does not exist and is needed			X	X	Install curb ramp; if median improvement, see shapefile
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					
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				Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp	X	X			
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					Remove and replace turning space
Turning space cross slope greater than 2%	X	X			
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Carl Parmer Dr	GPS ID: 1133
Project Name:	Intersection of Carl Parmer Dr and Lentz Way	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	3	SY	\$ 40.00	\$ 120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	4,920.00
Engineering: (% +/-)	10%	\$ 580.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	5,500.00

Project Location

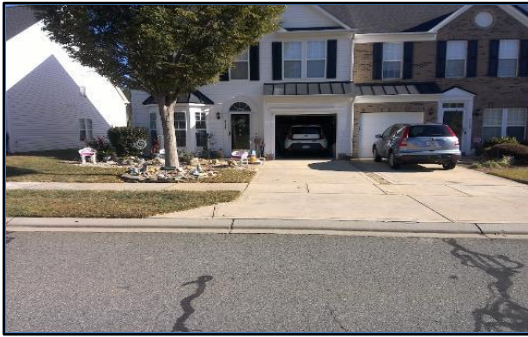


Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed		X			Install curb ramp; if median improvement, see shapefile
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					
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%					
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					Remove and replace turning space
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		
Turning space cross slope greater than 2%			X		
Curb ramp transition onto roadway is greater than 0.25"				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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1133 Intersection of Carl Parmer Dr and Lentz Way

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Harrisburg Plz
Project Name: Intersection of Harrisburg Plz and Center Place Dr
Town: Harrisburg

GPS ID: 1134

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 6,300.00
Engineering: (% +/-) 10% \$ 700.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 7,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	N/A	
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	N/A	
Crosswalk striping condition	N/A	None	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed	X			X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface					
Flare cross slope is greater than 10%					
Curb ramp running slope is greater than 8.3%					
Blended transition running slope is greater than 5%			X		
Cut-thru ramp running slope is greater than 5%					
Curb ramp cross slope is greater than 2%					
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					For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp		X	X		Remove and replace turning space
No color contrast at base of curb ramp		X	X		
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X	X		
Turning space cross slope greater than 2%					
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					



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1134 Intersection of Harrisburg Plz and Center Place Dr

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Carl Parmer Dr
Project Name: Intersection of Carl Parmer Dr and Professional Blvd
Town: Harrisburg

GPS ID: 1135

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	16	SY	\$ 40.00	\$ 640.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	30	SF	\$ 50.00	\$ 1,500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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: \$ 10,740.00
Engineering: (% +/-) 10% \$ 1,160.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 11,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%		X			Repave roadway
Path of travel cross slope is greater than 2% for stop control approaches		N/A		N/A	
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	None	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3A	4A	
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					
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			Remove and replace curb ramp
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp	X	X	X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
No color contrast at base of curb ramp	X	X	X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X	X		Remove and replace turning space
Turning space cross slope greater than 2%	X			X	
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Ramp 1A



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1135 Intersection of Carl Parmer Dr and Professional Blvd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Harrisburg Plz	GPS ID: 1136
Project Name:	Intersection of Carl Farmer Dr and Harrisburg Plaza	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	13	SY	\$ 40.00	\$ 520.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	6,120.00
Engineering: (% +/-)	10%	\$ 680.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	6,800.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	N/A	N/A	
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	X	N/A	N/A	Repave roadway and replace crosswalk pavement markings
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	X	N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	N/A	Worn	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('2', '1', or 'CN' in ramp label indicates no existing ramp)			Possible Solutions
	EF	2A	3A	
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				
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	X		Remove and replace curb ramp; if median improvement, see shapefile
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				
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				
Turning space does not exist and is needed	X			Install turning space
Turning space length is less than 4' (or 5' when constrained)				
Turning space width is less than 4' (or 5' when constrained)				
Turning space running slope is greater than 2%		X		Remove and replace turning space
Turning space cross slope greater than 2%			X	
Curb ramp transition onto roadway is greater than 0.25"		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				



Ramp East F



Ramp 2A



Ramp 3A

Opinion of Probable Construction Cost Disclaimer:

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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 1136 Intersection of Carl Parmer Dr and Harrisburg Plaza

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Rocky River Crossing Rd

GPS ID: 1137

Project Name: Intersection of Rocky River Crossing Rd and Maplecrest Pl

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	6	SY	\$ 40.00	\$ 240.00
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 1,240.00
Engineering: (% +/-) 10% \$ 160.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 1,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
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	N/A	
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
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					
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%					
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					Remove and replace turning space
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X	X	
Turning space cross slope greater than 2%					
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					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1137 Intersection of Rocky River Crossing Rd and Maplecrest Pl

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Crossing Rd	GPS ID: 1138
Project Name:	Intersection of Rocky River Crossing Rd and Sedgewood Ln	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	6	SY	\$ 40.00	\$ 240.00
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	20	SF	\$ 50.00	\$ 1,000.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	1,240.00
Engineering: (% +/-)	10%	\$ 160.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	1,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
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	N/A	
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
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					
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%					
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					Remove and replace turning space
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X	X	
Turning space cross slope greater than 2%					
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					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1138 Intersection of Rocky River Crossing Rd and Sedgewood Ln

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Rocky River Crossing Rd

GPS ID: 1139

Project Name: Intersection of Rocky River Crossing Rd and Hickory Hollow Ct

Town: Harrisburg

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 8,100.00
Engineering: (% +/-) 10% \$ 900.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 9,000.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk					
No 4' x 4' clear space at base of curb ramp					Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface					
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		
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					For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	Remove and replace turning space
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X	X	
Turning space cross slope greater than 2%			X		
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1139 Intersection of Rocky River Crossing Rd and Hickory Hollow Ct

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Crossing Rd	GPS ID: 1140
Project Name:	Intersection of Rocky River Crossing Rd and driveway (Lat: 35.3327; Long: -80.6461)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	2	LS	\$ 2,000.00	\$ 4,000.00
---	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:	\$	6,740.00
Engineering: (% +/-)	10%	760.00
Contingency: (% +/-)	0%	-
Estimated Project Cost:	\$	7,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%	X		
Curb ramp running slope is greater than 8.3%	X		Remove and replace curb ramp
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"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	
No color contrast at base of curb ramp		X	Remove and replace turning space
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X	X	
Turning space cross slope greater than 2%	X	X	Fix ponding
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	X	X	



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Crossing Rd	GPS ID: 1141
Project Name:	Intersection of Rocky River Crossing Rd and Creekview Ct	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	6,200.00
Engineering: (% +/-)	10%	\$ 700.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	6,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	N/A	Good	N/A	
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	N/A	
Crosswalk striping condition	N/A	N/A	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
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					
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	Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		Remove and replace turning space
Turning space cross slope greater than 2%				X	
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%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp					



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1141 Intersection of Rocky River Crossing Rd and Creekview Ct

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Crossing Rd	GPS ID: 1142
Project Name:	Intersection of Rocky River Crossing Rd and The Meadows Ln	
Town:	Harrisburg	

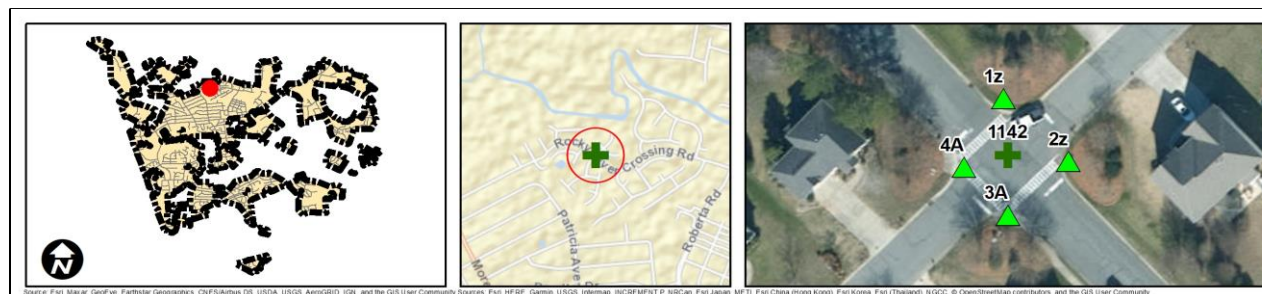
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	76	LF	\$ 16.00	\$ 1,216.00
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	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	2	LS	\$ 2,000.00	\$ 4,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	26,616.00
Engineering: (% +/-)	10%	\$ 2,684.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	29,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A		X	X	
Path of travel cross slope is greater than 2% for stop control approaches	N/A	N/A	X	N/A	Repave roadway and replace crosswalk pavement markings
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	X	N/A	
Crosswalk striping condition	N/A	None	Good	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk			X		Remove and replace crosswalk pavement markings
No 4' x 4' clear space at base of curb ramp					
Curbed side is not 90° or has traversable adjacent surface					
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	Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		Remove and replace turning space
Turning space cross slope greater than 2%			X	X	
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%			X	X	Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1142 Intersection of Rocky River Crossing Rd and The Meadows Ln

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Crossing Rd	GPS ID: 1143
Project Name:	Intersection of Rocky River Crossing Rd and Willow Glen Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	74	LF	\$ 16.00	\$ 1,184.00
---	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:	\$	14,284.00
Engineering: (% +/-)	10%	\$ 1,516.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	15,800.00

Project Location

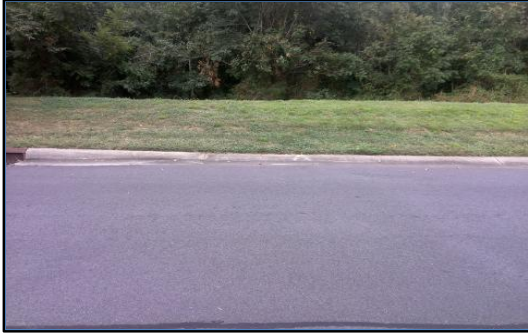


Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Poor	Good	Repave roadway and replace 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 approaches	N/A	N/A	X	N/A	
Path of travel cross slope is greater than 5% for free-flow approaches	N/A		N/A		Remove and replace crosswalk pavement markings
Crosswalk width is less than 6'	N/A	N/A	X	N/A	
Crosswalk striping condition	N/A	None	Worn	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
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%					
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					For intersection, commercial driveway, and park ramps, install color truncated domes
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					Remove and replace turning space
No textured surface at base of curb ramp			X	X	
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%				X	
Turning space cross slope greater than 2%					
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1143 Intersection of Rocky River Crossing Rd and Willow Glen Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Crossing Rd	GPS ID: 1144
Project Name:	Intersection of Rocky River Crossing Rd and Stoney Brook Ln	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	10	SY	\$ 40.00	\$ 400.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	68	LF	\$ 16.00	\$ 1,088.00
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	16,188.00
Engineering: (% +/-)	10%	1,712.00
Contingency: (% +/-)	0%	-
Estimated Project Cost:	\$	17,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	N/A		X		Repave roadway and replace crosswalk pavement markings
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		
Crosswalk width is less than 6'	N/A	N/A	X	N/A	
Crosswalk striping condition	N/A	None	Good	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk			X	X	
No 4' x 4' clear space at base of curb ramp					Remove and replace crosswalk pavement markings
Curbed side is not 90° or has traversable adjacent surface					
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	Remove and replace curb ramp
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					
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 color truncated domes
No color contrast at base of curb ramp			X	X	
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X	X	Remove and replace turning space
Turning space cross slope greater than 2%			X	X	
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%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1144 Intersection of Rocky River Crossing Rd and Stoney Brook Ln

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Rd	GPS ID: 1145
Project Name:	Intersection of Rocky River Rd and driveway (Lat. 35.2845; Long. -80.6717)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

	Subtotal:	\$	6,200.00
Engineering: (% +/-)	10%	\$	700.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	6,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%		X	
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	X	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	Remove and replace turning space
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			Fix curb ramp counter slope
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%		X	
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%	X		
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Rd	GPS ID: 1146
Project Name:	Intersection of Rocky River Rd and driveway (Lat: 35.2845; Long: -80.6691)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	6,200.00
Engineering: (% +/-)	10%	700.00
Contingency: (% +/-)	0%	-
Estimated Project Cost:	\$	6,900.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
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"			For intersection, commercial driveway, and park ramps, install color truncated domes
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	Remove and replace turning space
No color contrast at base of curb ramp	X	X	
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			Fix curb ramp counter slope
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X		
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%		X	
Ponding occurs at base of curb ramp			



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Rd	GPS ID: 1147
Project Name:	Intersection of Rocky River Rd and Stafford Rd	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	18	SY	\$ 40.00	\$ 720.00
2605000000-N	Concrete Curb Ramp (Standard Width)	6	EA	\$ 1,800.00	\$ 10,800.00
---	Tactile Warning Device - Retrofit	10	SF	\$ 50.00	\$ 500.00
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 2,000.00
---	Median Nose Modification	0	LS	\$ 5,000.00	\$ -
---	Remove Temporary Obstruction	0	LS	\$ 500.00	\$ -
---	Fix Curb Ramp Counter Slope	1	LS	\$ 2,000.00	\$ 2,000.00

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	26,020.00
Engineering: (% +/-)	10%	\$ 2,680.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	28,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	Good	
Path of travel running slope is greater than 5%		X			
Path of travel cross slope is greater than 2% for stop control approaches	X	N/A		N/A	Repave roadway
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	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4A	
Curb ramp does not exist and is needed	X				Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%			X		
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		Remove and replace curb ramp
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					
Temporary obstruction (>0.25") in curb ramp/landing/flares					
No textured surface at base of curb ramp			X	X	
No color contrast at base of curb ramp			X	X	For intersection, commercial driveway, and park ramps, install color truncated domes
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%		X	X	X	Remove and replace turning space
Turning space cross slope greater than 2%		X	X	X	
Curb ramp transition onto roadway is greater than 0.25"			X		Fix curb ramp transition
Counter slope of the gutter or street at the foot of the curb ramp is greater than 5%			X		Fix curb ramp counter slope
Ponding occurs at base of curb ramp					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1147 Intersection of Rocky River Rd and Stafford Rd

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Rd	GPS ID: 1148
Project Name:	Intersection of Rocky River Rd and driveway (Lat. 35.2842; Long. -80.6656)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	11	SY	\$ 40.00	\$ 440.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	2,240.00
Engineering: (% +/-)	10%	\$ 260.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	2,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'V', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	2A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%		X	
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	
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	
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 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Rd	GPS ID: 1149
Project Name:	Intersection of Rocky River Rd and Starwood Dr	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	82	LF	\$ 4.00	\$ 328.00
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	82	LF	\$ 16.00	\$ 1,312.00
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	5,840.00
Engineering: (% +/-)	10%	\$ 660.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	6,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	N/A	N/A	N/A	
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'	X	N/A	N/A	N/A	Remove and replace crosswalk pavement markings
Crosswalk striping condition	Worn	N/A	N/A	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1A	2A	3z	4z	
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					
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			Remove and replace curb ramp
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					
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					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					Remove and replace turning space
Turning space running slope is greater than 2%	X	X			
Turning space cross slope greater than 2%	X	X			
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 1A



Ramp 2A



Corner 3 No Ramp (3z)



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 1149 Intersection of Rocky River Rd and Starwood Dr

Kimley-Horn and Associates, Inc.	Priority: 7
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Rd	GPS ID: 1152
Project Name:	Intersection of Rocky River Rd and Blume Pkwy	
Town:	Harrisburg	

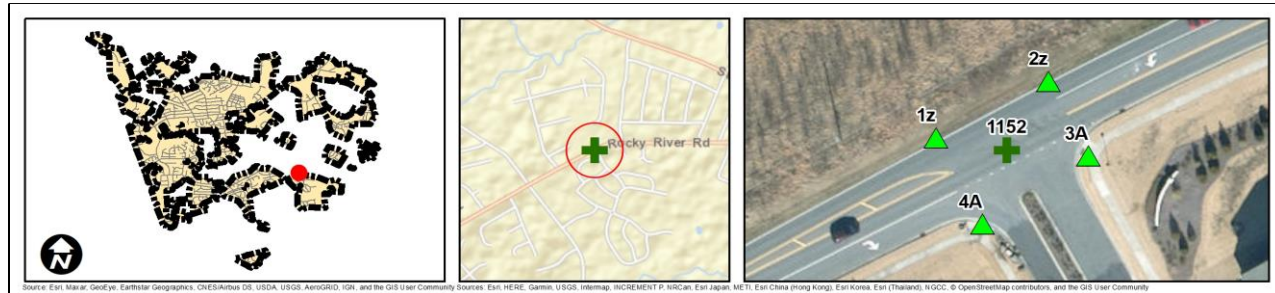
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	4	EA	\$ 1,800.00	\$ 7,200.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	7,520.00
Engineering: (% +/-)	10%	\$ 780.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	8,300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	N/A	Good	Good	Good	
Path of travel running slope is greater than 5%	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		
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	N/A	None	None	None	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2z	3A	4A	
Curb ramp does not exist and is needed	X	X			Install curb ramp; if median improvement, see shapefile
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					
Flare cross slope is greater than 10%			X		
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		
Cut-thru ramp cross slope is greater than 2%					
Curb ramp width is less than 48"					Remove and replace curb ramp
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					
No color contrast at base of curb ramp					
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%					
Turning space cross slope greater than 2%			X		Remove and replace turning space
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Corner 2 No Ramp (2z)



Ramp 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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 1152 Intersection of Rocky River Rd and Blume Pkwy

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Rocky River Rd	GPS ID: 1153
Project Name:	Intersection of Rocky River Rd and driveway (Lat. 35.3031; Long. -80.6049)	
Town:	Harrisburg	

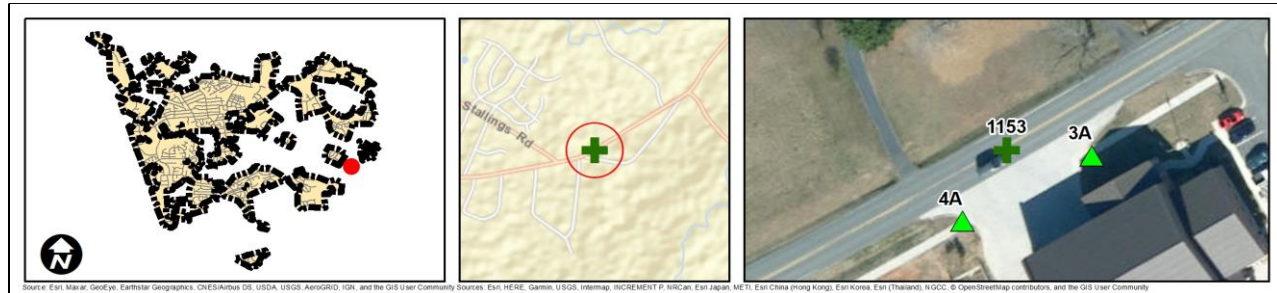
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	6	SY	\$ 40.00	\$ 240.00
2605000000-N	Concrete Curb Ramp (Standard Width)	0	EA	\$ 1,800.00	\$ -
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	240.00
Engineering: (% +/-)	10%	\$ 60.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	300.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
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			
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%			
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			
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			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%	X	X	Remove and replace turning space
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client: Town of Harrisburg	Date: 8/10/21
Program: ADA Self-Evaluation and Transition Plan	
KHA No.: 018536037	

Corridor : Rocky River Rd	GPS ID: 1154
Project Name: Intersection of Rocky River Rd and driveway (Lat. 35.3033; Long. -80.6045)	
Town: Harrisburg	

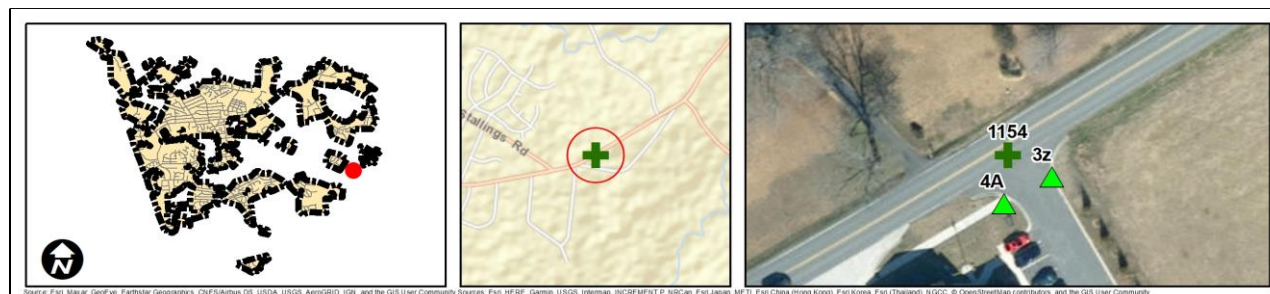
Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	3	SY	\$ 40.00	\$ 120.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	1,920.00
Engineering: (% +/-)	10%	\$ 280.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	2,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3z	4A	
Curb ramp does not exist and is needed	X		Install curb ramp; if median improvement, see shapefile
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			
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%			
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			
Temporary obstruction (>0.25") in curb ramp/landing/flares			
No textured surface at base of curb ramp			Remove and replace turning space
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%			
Turning space cross slope greater than 2%		X	
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			



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Kee Ln	GPS ID: 90000
Project Name:	Intersection of Kee Ln and driveway (Lat. 35.3264; Long. -80.6453)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	0	LS	\$ 2,000.00	\$ -
---	Fix Curb Ramp Transition	1	LS	\$ 2,000.00	\$ 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:	\$	7,720.00
Engineering: (% +/-)	10%	\$	780.00
Contingency: (% +/-)	0%	\$	-
Estimated Project Cost:		\$	8,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)			Possible Solutions
	1z	2A	4z	
Curb ramp does not exist and is needed	X		X	Install curb ramp; if median improvement, see shapefile
Curb ramp does not land in crosswalk				
No 4' x 4' clear space at base of curb ramp				Remove and replace curb ramp
Curbed side is not 90° or has traversable adjacent surface				
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		
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				For intersection, commercial driveway, and park ramps, install color truncated domes
Temporary obstruction (>0.25") in curb ramp/landing/flares				
No textured surface at base of curb ramp		X		Fix curb ramp transition
No color contrast at base of curb ramp		X		
Turning space does not exist and is needed				
Turning space length is less than 4' (or 5' when constrained)				
Turning space width is less than 4' (or 5' when constrained)				
Turning space running slope is greater than 2%				
Turning space cross slope greater than 2%				
Curb ramp transition onto roadway is greater than 0.25"		X		
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				



Corner 1 No Ramp (1z)



Ramp 2A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 90000 Intersection of Kee Ln and driveway (Lat. 35.3264; Long. -80.6453)

Client: Town of Harrisburg
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 018536037

Date: 8/10/21

Corridor : Magnolia Springs Dr
Project Name: Intersection of Magnolia Springs Dr and Grandiflora Dr
Town: Harrisburg

GPS ID: 90001

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	5	EA	\$ 1,800.00	\$ 9,000.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	2	LS	\$ 5,000.00	\$ 10,000.00
---	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	1	LS	\$ 500.00	\$ 500.00
---	Fix Curb Ramp Counter Slope	0	LS	\$ 2,000.00	\$ -

Basis for Cost Projection

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: \$ 20,100.00
Engineering: (% +/-) 10% \$ 2,100.00
Contingency: (% +/-) 0% \$ -
Estimated Project Cost: \$ 22,200.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition	Good	Good	Good	N/A	
Path of travel running slope is greater than 5%	X		X	N/A	Repave roadway
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	
Crosswalk width is less than 6'	N/A	N/A	N/A	N/A	
Crosswalk striping condition	None	None	None	N/A	

Curb Ramp Issues	Curb Ramp ID ('z', 'v', or 'CN' in ramp label indicates no existing ramp)				Possible Solutions
	1z	2A	3A	4z	
Curb ramp does not exist and is needed				X	Install curb ramp; if median improvement, see shapefile
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					
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		Remove and replace curb ramp
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		Remove temporary obstruction
Temporary obstruction (>0.25") in curb ramp/landing/flares			X		For intersection, commercial driveway, and park ramps, install color truncated domes
No textured surface at base of curb ramp		X	X		
No color contrast at base of curb ramp		X	X		
Turning space does not exist and is needed					
Turning space length is less than 4' (or 5' when constrained)					
Turning space width is less than 4' (or 5' when constrained)					
Turning space running slope is greater than 2%			X		Remove and replace turning space
Turning space cross slope greater than 2%		X	X		
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					

Comment: Existing sidewalk, curb ramp, and/or striping configurations permit pedestrians to cross the major street. An Engineering study is needed to confirm crossing should be accommodated at this location and the current crossing treatment is appropriate.



Corner 1 No Ramp (1z)



Ramp 2A



Ramp 3A



Corner 4 No Ramp (4z)

Opinion of Probable Construction Cost Disclaimer:

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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 90001 Intersection of Magnolia Springs Dr and Grandflora Dr

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Hayfield Rd	GPS ID: 90002
Project Name:	Intersection of Hayfield Rd and driveway (Lat. 35.2994; Long. -80.6764)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	3	EA	\$ 1,800.00	\$ 5,400.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	Repave Roadway	0	LS	\$ 5,000.00	\$ -
---	Fix Ponding	1	LS	\$ 2,000.00	\$ 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:	\$	7,720.00
Engineering: (% +/-)	10%	\$ 780.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	8,500.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)			Possible Solutions
	1z	3z	4A	
Curb ramp does not exist and is needed	X	X		Install curb ramp; if median improvement, see shapefile
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				
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	
Cut-thru ramp cross slope is greater than 2%				
Curb ramp width is less than 48"				Remove and replace curb ramp
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				
No color contrast at base of curb ramp				
Turning space does not exist and is needed				
Turning space length is less than 4' (or 5' when constrained)				
Turning space width is less than 4' (or 5' when constrained)				
Turning space running slope is greater than 2%			X	
Turning space cross slope greater than 2%			X	Remove and replace turning space
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%				Fix ponding
Ponding occurs at base of curb ramp			X	



Corner 1 No Ramp (1z)



Corner 3 No Ramp (3z)



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

Kimley-Horn and Associates, Inc.	Priority: 2
Project Description for Unsignalized Intersection	

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Morris Dr	GPS ID: 90004
Project Name:	Intersection of Morris Dr and driveway (Lat. 35.3221; Long. -80.6607)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	3A	4A	
Curb ramp does not exist and is needed			Remove and replace crosswalk pavement markings
Curb ramp does not land in crosswalk			
No 4' x 4' clear space at base of curb ramp	X	X	
Curbed side is not 90° or has traversable adjacent surface			
Flare cross slope is greater than 10%	X	X	
Curb ramp running slope is greater than 8.3%	X		Remove and replace curb ramp
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"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X	X	
Turning space cross slope greater than 2%	X	X	
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 3A



Ramp 4A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Forest St	GPS ID: 90005
Project Name:	Intersection of Forest St and driveway (Lat. 35.3192; Long. -80.6606)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	15	SY	\$ 40.00	\$ 600.00
2605000000-N	Concrete Curb Ramp (Standard Width)	2	EA	\$ 1,800.00	\$ 3,600.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	4,200.00
Engineering: (% +/-)	10%	\$ 500.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	4,700.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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 ('2', '1', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	2A	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
Flare cross slope is greater than 10%	X		
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"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%		X	
Turning space cross slope greater than 2%	X	X	
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 1A



Ramp 2A

Opinion of Probable Construction Cost Disclaimer:

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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

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

Client:	Town of Harrisburg	Date: 8/10/21
Program:	ADA Self-Evaluation and Transition Plan	
KHA No.:	018536037	

Corridor :	Sims Pkwy	GPS ID: 90006
Project Name:	Intersection of Sims Pkwy and driveway (Lat. 35.3196; Long. -80.6599)	
Town:	Harrisburg	

Item No.	Item Description	Quantity	Unit	Unit Price	Item Cost
0022000000-E	Unclassified Excavation	0	CY	\$ 15.00	\$ -
2549000000-E	2'-6" Concrete Curb And Gutter	0	LF	\$ 28.00	\$ -
2591000000-E	Remove And Replace 4" Concrete Sidewalk	8	SY	\$ 40.00	\$ 320.00
2605000000-N	Concrete Curb Ramp (Standard Width)	1	EA	\$ 1,800.00	\$ 1,800.00
---	Tactile Warning Device - Retrofit	0	SF	\$ 50.00	\$ -
4870000000-E	Removal Of Pavement Marking Lines (24")	0	LF	\$ 4.00	\$ -
4710000000-E	Thermoplastic Pavement Marking Lines (24" 120 Mils)	0	LF	\$ 16.00	\$ -
---	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

- ☒ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal:	\$	2,120.00
Engineering: (% +/-)	10%	\$ 280.00
Contingency: (% +/-)	0%	\$ -
Estimated Project Cost:	\$	2,400.00

Project Location



Field Observations

Intersection Issues	Crosswalk				Possible Solutions
	N	E	S	W	
Path of travel pavement condition					All driveway path of travel issues and possible solutions provided in sidewalk corridor shapefile (TRPEDSWC)
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', 'v', or 'CN' in ramp label indicates no existing ramp)		Possible Solutions
	1A	4B	
Curb ramp does not exist and is needed			Remove and replace curb ramp
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			
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		
Cut-thru ramp cross slope is greater than 2%			
Curb ramp width is less than 48"			Remove and replace turning space
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			
No color contrast at base of curb ramp			
Turning space does not exist and is needed			
Turning space length is less than 4' (or 5' when constrained)			
Turning space width is less than 4' (or 5' when constrained)			
Turning space running slope is greater than 2%	X		
Turning space cross slope greater than 2%			
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 1A



Ramp 4B

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 90006 Intersection of Sims Pkwy and driveway (Lat. 35.3196; Long. -80.6599)

Appendix F: ADA Action Log

Town of Harrisburg
ADA Self-Evaluation and Transition Plan
Action Log
8/13/2021

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	2	An accessible parking sign is designating an area that is marked as an access aisle. The accessible parking markings are confusing in this area.	\$ 2,025	4	High		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	4	The accessible route between the building entrance and the accessible parking on the south side of the site contains running slopes greater than 5% and has not been constructed as a ramp (i.e. handrails, wheel guides, etc.).	\$ 3,375	4	High		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	6	The accessible route contains running slopes greater than 5 percent and cross slopes greater than 2 percent across the width of the walk and has not been constructed as a ramp (i.e. handrails, wheel guides, etc.).	\$ 4,725	4	High		
PROW Sidewalk	2	N/A	Swimming Dr	175' North of Horseback Ln	Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 484	1	High		
PROW Sidewalk	4	N/A	Horseback Ln	Swimming Dr	Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 870	1	High		
PROW Sidewalk	5	N/A	Smiling Dr	Perseverance Dr	325' west of Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,633	1	High		
PROW Sidewalk	7	N/A	Happiness Rd	Pepper Dr	Pepper Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 553	1	High		
PROW Sidewalk	8	N/A	Amazing Ct	Happiness Rd	Happiness Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 884	1	High		
PROW Sidewalk	10	N/A	Pepper Dr	Savannah Rd	125' west of Butterfield Ct	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,465	1	High		
PROW Sidewalk	11	N/A	Butterfield Ct	425' north of Annelise Dr	Pepper Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 266	1	High		
PROW Sidewalk	12	N/A	Annelise Dr	Savannah Rd	Butterfield Ct	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 898	1	High		
PROW Sidewalk	13	N/A	Warwick Ln	Savannah Rd	Annelise Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 257	1	High		
PROW Sidewalk	14	N/A	Benhill Dr	Robinson Church Rd	Warwick Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 999	1	High		
PROW Sidewalk	15	N/A	Savannah Rd	Benhill Dr	725' west of Warwick Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 275	1	High		
PROW Sidewalk	16	N/A	Savannah Rd	Benhill Dr	25' north of Rocky River Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,542	1	High		
PROW Sidewalk	17	N/A	Burnage Hall Rd	250' north of Grovesner St	375' south of Houndslow Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,874	1	High		
PROW Sidewalk	18	N/A	Burgundy Ridge Dr	Burnage Hall Rd	675' south of Burnage Hall Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 204	1	High		
PROW Sidewalk	20	N/A	Burnage Hall Rd	600' south of Magnolia Springs Dr	200' south of Mosscup Trl	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,482	1	High		
PROW Sidewalk	25	N/A	Farmington Ridge Pwky	300' south of Tom Query Rd	150' south of Sunburst Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,024	1	High		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
PROW Sidewalk	27	N/A	Sunburst Ln	Farmington Ridge Pkwy	Tom Query Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,261	1	High		
PROW Sidewalk	28	N/A	Hayfield Rd	275' east of Farmington Ridge Pkwy	Farmington Ridge Pkwy	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 134	1	High		
PROW Sidewalk	29	N/A	Asheby Dr	Underwood Ave	Tom Query Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 289	1	High		
PROW Sidewalk	30	N/A	Wembley Ct	Asheby Dr	200' west of Asheby Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 537	1	High		
PROW Sidewalk	31	N/A	Aldersgate Ave	200' east of Cotswold Ct	200' west of Cotswold Ct	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,038	1	High		
PROW Sidewalk	32	N/A	Underwood Ave	225' south of Robindale Dr	125' west of Asheby Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 6,302	1	High		
PROW Sidewalk	33	N/A	Cotswold Ct	550' north of Underwood Ave	Aldersgate Ave	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,426	1	High		
PROW Sidewalk	35	N/A	Foxcroft Ln	Underwood Ave	600' south of Underwood Ave	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,098	1	High		
PROW Sidewalk	38	N/A	Sims Pkwy	200' south of NC-49	Forest St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,010	1	High		
PROW Sidewalk	39	N/A	Forest St	Sims Pkwy	250' west of Sims Pkwy	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 7,445	1	High		
PROW Sidewalk	40	N/A	Morris Dr	School Ave	Morehead Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 16,728	1	High		
PROW Sidewalk	41	N/A	School Ave	Morris Dr	NC-49	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,629	1	High		
PROW Sidewalk	42	N/A	School Cir	525' south of NC-49	Robinson Church Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 9,346	1	High		
PROW Sidewalk	44	N/A	Harrisburg Plz	Carl Parmer Dr	200' south of Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,422	1	High		
PROW Sidewalk	45	N/A	Carl Parmer Dr	275' east of Tyrel Dr	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,936	1	High		
PROW Sidewalk	50	N/A	Carl Parmer Dr	Carl Parmer Dr	Carl Parmer Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,667	1	High		
PROW Sidewalk	51	N/A	Carl Parmer Dr	200' north of Center Place Dr	Ruckus Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,955	1	High		
PROW Sidewalk	52	N/A	Center Place Dr	100' east of Carl Parmer Dr	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 841	1	High		
PROW Sidewalk	53	N/A	Town Center Rd	Carl Parmer Dr	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,308	1	High		
PROW Sidewalk	54	N/A	Main St	125' east of Town Hall Pl	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,100	1	High		
PROW Sidewalk	59	N/A	Financial Way	50' west of Ruckus Rd	Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,987	1	High		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
PROW Sidewalk	62	N/A	Rocky River Crossing Rd	Roberta Rd	150' west of Mapleview Pl	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,252	1	High		
PROW Sidewalk	63	N/A	Rock River Road	300' east of Starwood Dr	700' west of Plaza Rd Ext	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 993	1	High		
PROW Sidewalk	64	N/A	Rock River Road	Savannah Rd	1900' south of Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,522	1	High		
PROW Sidewalk	65	N/A	Rock River Road	200' west of Quail Hollow Dr	Live Oak Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 564	1	High		
PROW Sidewalk	66	N/A	Rocky River Road	400' north of Pembroke Rd	Pembroke Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,528	1	High		
Unsignalized Intersection	32	1055	Intersection of Underwood Ave and Robindale Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Underwood Ave and Robindale Dr	\$ 24,400	2	High		
Unsignalized Intersection	38	1063	Intersection of Sims Pkwy and driveway (Lat. 35.3197; Long. -80.6599)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Sims Pkwy and driveway (Lat. 35.3197; Long. -80.6599)	\$ 4,700	2	High		
Unsignalized Intersection	40	1073	Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6601)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6601)	\$ 4,700	2	High		
Unsignalized Intersection	40	1083	Intersection of Morris Dr and driveway (Lat. 35.3227; Long. -80.6536)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and driveway (Lat. 35.3227; Long. -80.6536)	\$ 4,700	2	High		
Unsignalized Intersection	40	1084	Intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6527)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6527)	\$ 6,900	2	High		
Unsignalized Intersection	40	1085	Intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6524)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and driveway (Lat. 35.3228; Long. -80.6524)	\$ 5,300	2	High		
Unsignalized Intersection	56	1090	Intersection of Kee Ln and Financial Way	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and Financial Way	\$ 5,100	2	High		
Unsignalized Intersection	60	1091	Intersection of Main St and Financial Way	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Main St and Financial Way	\$ 17,100	2	High		
Unsignalized Intersection	56	1095	Intersection of Kee Ln and driveway (Lat. 35.3238; Long. -80.6456)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and driveway (Lat. 35.3238; Long. -80.6456)	\$ 1,300	2	High		
Unsignalized Intersection	56	1097	Intersection of Kee Ln and driveway (Lat. 35.3239; Long. -80.6456)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and driveway (Lat. 35.3239; Long. -80.6456)	\$ 4,400	2	High		
Unsignalized Intersection	56	1098	Intersection of Kee Ln and Hagler St	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and Hagler St	\$ 22,800	2	High		
Unsignalized Intersection	57	1099	Intersection of Hagler St and driveway (Lat. 35.3244; Long. -80.6448)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Hagler St and driveway (Lat. 35.3244; Long. -80.6448)	\$ 7,300	2	High		
Unsignalized Intersection	60	1100	Intersection of Main St and Hagler St	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Main St and Hagler St	\$ 11,000	2	High		
Unsignalized Intersection	57	1101	Intersection of Hagler St and driveway (Lat. 35.3246; Long. -80.6431)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Hagler St and driveway (Lat. 35.3246; Long. -80.6431)	\$ 5,500	2	High		
Unsignalized Intersection	51	1103	Intersection of Carl Parmer Dr and Hagler St	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and Hagler St	\$ 4,600	2	High		
Unsignalized Intersection	54	1105	Intersection of Main St and Town Hall Pl	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Main St and Town Hall Pl	\$ 10,300	2	High		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Unsignalized Intersection	54	1106	Intersection of Main St and Kee Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Main St and Kee Ln	\$ 17,700	2	High		
Unsignalized Intersection	54	1107	Intersection of Main St and driveway (Lat. 35.3261; Long. -80.6463)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Main St and driveway (Lat. 35.3261; Long. -80.6463)	\$ 8,900	2	High		
Unsignalized Intersection	55	1108	Intersection of Town Hall PI and driveway (Lat. 35.3261; Long. -80.6444)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Town Hall PI and driveway (Lat. 35.3261; Long. -80.6444)	\$ 5,100	2	High		
Unsignalized Intersection	53	1113	Intersection of Town Center Rd and Town Hall PI	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Town Center Rd and Town Hall PI	\$ 6,000	2	High		
Unsignalized Intersection	56	1115	Intersection of Kee Ln and Town Center Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and Town Center Rd	\$ 2,200	2	High		
Unsignalized Intersection	63	1145	Intersection of Rocky River Rd and driveway (Lat. 35.2845; Long. -80.6717	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Rd and driveway (Lat. 35.2845; Long. -80.6717	\$ 6,900	2	High		
Unsignalized Intersection	63	1146	Intersection of Rocky River Rd and driveway (Lat. 35.2845; Long. -80.6691)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Rd and driveway (Lat. 35.2845; Long. -80.6691)	\$ 6,900	2	High		
Unsignalized Intersection	63	1147	Intersection of Rocky River Rd and Stafford Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Rd and Stafford Rd	\$ 28,700	2	High		
Unsignalized Intersection	56	90000	Intersection of Kee Ln and driveway (Lat. 35.3264; Long. -80.6453)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and driveway (Lat. 35.3264; Long. -80.6453)	\$ 8,500	2	High		
Unsignalized Intersection	40	90004	Intersection of Morris Dr and driveway (Lat. 35.3221; Long. -80.6607)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and driveway (Lat. 35.3221; Long. -80.6607)	\$ 4,700	2	High		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	3	There are no accessible parking stalls.	\$ 338	5	Medium		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	1	The cross slope (narrow dimension) of the parking stall exceeds 2%.	\$ 2,025	6	Medium		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	8	The concrete expansion joints along the North plaza area, especially in front of the benches are spaced greater than 1/2 inch.	\$ 2,700	6	Medium		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	10	The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.	\$ 2,025	6	Medium		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	11	The walkway contains abrupt vertical edges and/or variations over a 1/2 inch.	\$ 2,025	6	Medium		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	12	The ramp does not have compliant handrails.	\$ 1,013	6	Medium		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	13	The clear floor space required at the South entrance is not flat (2% or 1:48 maximum slope) in all directions.	\$ 4,050	6	Medium		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	24	The maneuvering space on the pull side of the door or gate does not adequately extend beyond the latch side of the door.	\$ 3,375	7	Medium		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	21	The flush handle is located on the wrong side of the toilet.	\$ 540	8	Medium		
Building	N/A	3	Harrisburg Town Hall	N/A	N/A	25	The maneuvering space on the pull side of the door or gate does not adequately extend beyond the latch side of the door.	\$ 3,375	7	Medium		
Building	N/A	3	Harrisburg Town Hall	N/A	N/A	26	The flush handle is located on the wrong side of the toilet.	\$ 540	8	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
PROW Sidewalk	1	N/A	Perseverance Dr	450' West of Happiness Rd	200' south of Swimming Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 7,502	2	Medium		
PROW Sidewalk	2	N/A	Swimming Dr	175' North of Horseback Ln	Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,228	2	Medium		
PROW Sidewalk	3	N/A	Laughing Ln	Swimming Dr	Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,123	2	Medium		
PROW Sidewalk	4	N/A	Horseback Ln	Swimming Dr	Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,476	2	Medium		
PROW Sidewalk	5	N/A	Smiling Dr	Perseverance Dr	325' west of Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,409	2	Medium		
PROW Sidewalk	6	N/A	Perseverance Dr	Rocky River Rd	450' West of Happiness Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,854	2	Medium		
PROW Sidewalk	7	N/A	Happiness Rd	Pepper Dr	Pepper Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,558	2	Medium		
PROW Sidewalk	8	N/A	Amazing Ct	Happiness Rd	Happiness Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,307	2	Medium		
PROW Sidewalk	9	N/A	Caprice Ln	Pepper Dr	Happiness Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,577	2	Medium		
PROW Sidewalk	10	N/A	Pepper Dr	Savannah Rd	125' west of Butterfield Ct	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,042	2	Medium		
PROW Sidewalk	12	N/A	Annelise Dr	Savannah Rd	Butterfield Ct	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 467	2	Medium		
PROW Sidewalk	13	N/A	Warwick Ln	Savannah Rd	Annelise Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,075	2	Medium		
PROW Sidewalk	14	N/A	Benhill Dr	Robinson Church Rd	Warwick Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,322	2	Medium		
PROW Sidewalk	15	N/A	Savannah Rd	Benhill Dr	725' west of Warwick Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,769	2	Medium		
PROW Sidewalk	16	N/A	Savannah Rd	Benhill Dr	25' north of Rocky River Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,315	2	Medium		
PROW Sidewalk	17	N/A	Burnage Hall Rd	250' north of Grovesner St	375' south of Houndslow Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 7,748	2	Medium		
PROW Sidewalk	19	N/A	Mossycup Trl	750' east of Burnage Hall Rd	Burnage Hall Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 605	2	Medium		
PROW Sidewalk	20	N/A	Burnage Hall Rd	600' south of Magnolia Springs Dr	200' south of Mosscup Trl	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,933	2	Medium		
PROW Sidewalk	21	N/A	McMillian Dr	Burnage Hall Rd	Rocky River Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,000	2	Medium		
PROW Sidewalk	24	N/A	Magnolia Springs Dr	200' north of Rocky River Rd	Burnage Hall Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 758	2	Medium		
PROW Sidewalk	25	N/A	Farmington Ridge Pwky	300' south of Tom Query Rd	150' south of Sunburst Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,107	2	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
PROW Sidewalk	26	N/A	Cutter Crossing	Hayfield Rd	Sunburst Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 9,060	2	Medium		
PROW Sidewalk	27	N/A	Sunburst Ln	Farmington Ridge Pkwy	Tom Query Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,437	2	Medium		
PROW Sidewalk	28	N/A	Hayfield Rd	275' east of Farmington Ridge Pkwy	Farmington Ridge Pkwy	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,558	2	Medium		
PROW Sidewalk	29	N/A	Asheby Dr	Underwood Ave	Tom Query Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,174	2	Medium		
PROW Sidewalk	30	N/A	Wembley Ct	Asheby Dr	200' west of Asheby Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,501	2	Medium		
PROW Sidewalk	31	N/A	Aldersgate Ave	200' east of Cotswold Ct	200' west of Cotswold Ct	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,310	2	Medium		
PROW Sidewalk	32	N/A	Underwood Ave	225' south of Robindale Dr	125' west of Asheby Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 16,839	2	Medium		
PROW Sidewalk	33	N/A	Cotswold Ct	550' north of Underwood Ave	Aldersgate Ave	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 7,592	2	Medium		
PROW Sidewalk	34	N/A	Weathersford Pl	Underwood Ave	0	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,286	2	Medium		
PROW Sidewalk	35	N/A	Foxcroft Ln	Underwood Ave	600' south of Underwood Ave	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,279	2	Medium		
PROW Sidewalk	36	N/A	Robindale Dr	Caldwell Rd	Underwood Ave	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,241	2	Medium		
PROW Sidewalk	37	N/A	Pepsi Way	NC-49	975' south of NC-49	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,711	2	Medium		
PROW Sidewalk	38	N/A	Sims Pkwy	200' south of NC-49	Forest St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,481	2	Medium		
PROW Sidewalk	40	N/A	Morris Dr	School Ave	Morehead Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 25,353	2	Medium		
PROW Sidewalk	42	N/A	School Cir	525' south of NC-49	Robinson Church Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,544	2	Medium		
PROW Sidewalk	43	N/A	Physicians Blvd	125' east of Harrisburg Pl	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 620	2	Medium		
PROW Sidewalk	44	N/A	Harrisburg Plz	Carl Parmer Dr	200' south of Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,100	2	Medium		
PROW Sidewalk	45	N/A	Carl Parmer Dr	275' east of Tyrel Dr	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,757	2	Medium		
PROW Sidewalk	46	N/A	Professional Blvd	100' north of Carl Parmer Dr	150' south of Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 9,268	2	Medium		
PROW Sidewalk	48	N/A	Lentz Way	Carl Parmer Dr	Center Place Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,013	2	Medium		
PROW Sidewalk	50	N/A	Carl Parmer Dr	Carl Parmer Dr	Carl Parmer Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,843	2	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
PROW Sidewalk	51	N/A	Carl Parmer Dr	200' north of Center Place Dr	Ruckus Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,915	2	Medium		
PROW Sidewalk	52	N/A	Center Place Dr	100' east of Carl Parmer Dr	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,564	2	Medium		
PROW Sidewalk	53	N/A	Town Center Rd	Carl Parmer Dr	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,732	2	Medium		
PROW Sidewalk	54	N/A	Main St	125' east of Town Hall Pl	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,739	2	Medium		
PROW Sidewalk	55	N/A	Town Hall Pl	Town Center Rd	200' south of Town Center Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,733	2	Medium		
PROW Sidewalk	56	N/A	Kee Ln	Center Place Dr	Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 6,345	2	Medium		
PROW Sidewalk	57	N/A	Hagler St	275' east of Main St	Kee Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 486	2	Medium		
PROW Sidewalk	58	N/A	Ruckus Rd	Carl Parmer Dr	NC-49	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,724	2	Medium		
PROW Sidewalk	59	N/A	Financial Way	50' west of Ruckus Rd	Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,801	2	Medium		
PROW Sidewalk	62	N/A	Rocky River Crossing Rd	Roberta Rd	150' west of Mapleview Pl	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,356	2	Medium		
PROW Sidewalk	63	N/A	Rock River Road	300' east of Starwood Dr	700' west of Plaza Rd Ext	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 6,340	2	Medium		
PROW Sidewalk	64	N/A	Rock River Road	Savannah Rd	1900' south of Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,615	2	Medium		
PROW Sidewalk	66	N/A	Rocky River Road	400' north of Pembroke Rd	Pembroke Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,132	2	Medium		
Unsignalized Intersection	1	1000	Intersection of Perseverance Dr and Swimming Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Perseverance Dr and Swimming Dr	\$ 14,000	7	Medium		
Unsignalized Intersection	2	1001	Intersection of Swimming Dr and Laughing Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Swimming Dr and Laughing Ln	\$ 18,100	7	Medium		
Unsignalized Intersection	1	1002	Intersection of Perseverance Dr and Laughing Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Perseverance Dr and Laughing Ln	\$ 14,100	7	Medium		
Unsignalized Intersection	1	1003	Intersection of Perseverance Dr and Horseback Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Perseverance Dr and Horseback Ln	\$ 12,600	7	Medium		
Unsignalized Intersection	1	1005	Intersection of Perseverance Dr and Smiling Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Perseverance Dr and Smiling Dr	\$ 22,700	5	Medium		
Unsignalized Intersection	6	1006	Intersection of Perseverance Dr and Rocky River Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Perseverance Dr and Rocky River Rd	\$ 29,700	5	Medium		
Unsignalized Intersection	7	1007	Intersection of Happiness Rd and driveway (Lat. 35.2911; Long. -80.6587)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Happiness Rd and driveway (Lat. 35.2911; Long. -80.6587)	\$ 3,100	5	Medium		
Unsignalized Intersection	6	1008	Intersection of Perseverance Dr and Happiness Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Perseverance Dr and Happiness Rd	\$ 19,800	8	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Unsignalized Intersection	16	1009	Intersection of Savannah Rd and Rocky River Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Savannah Rd and Rocky River Rd	\$ 9,900	5	Medium		
Unsignalized Intersection	6	1011	Intersection of Perseverance Dr and Caprice Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Perseverance Dr and Caprice Ln	\$ 13,200	8	Medium		
Unsignalized Intersection	6	1012	Intersection of Perseverance Dr and Happiness Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Perseverance Dr and Happiness Rd	\$ 25,000	5	Medium		
Unsignalized Intersection	10	1013	Intersection of Pepper Dr and Caprice Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Pepper Dr and Caprice Ln	\$ 21,900	5	Medium		
Unsignalized Intersection	16	1015	Intersection of Savannah Rd and Pepper Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Savannah Rd and Pepper Dr	\$ 29,200	5	Medium		
Unsignalized Intersection	10	1016	Intersection of Pepper Dr and Happiness Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Pepper Dr and Happiness Rd	\$ 16,500	8	Medium		
Unsignalized Intersection	16	1018	Intersection of Savannah Rd and Annelise Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Savannah Rd and Annelise Dr	\$ 16,400	5	Medium		
Unsignalized Intersection	11	1019	Intersection of Butterfield Ct and Annelise Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Butterfield Ct and Annelise Dr	\$ 11,800	7	Medium		
Unsignalized Intersection	12	1020	Intersection of Annelise Dr and Warwick Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Annelise Dr and Warwick Ln	\$ 19,300	7	Medium		
Unsignalized Intersection	21	1021	Intersection of McMillian Dr and Rocky River Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of McMillian Dr and Rocky River Rd	\$ 19,300	7	Medium		
Unsignalized Intersection	13	1023	Intersection of Warwick Ln and Benhill Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Warwick Ln and Benhill Dr	\$ 21,600	7	Medium		
Unsignalized Intersection	14	1024	Intersection of Benhill Dr and Savannah Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Benhill Dr and Savannah Rd	\$ 17,200	7	Medium		
Unsignalized Intersection	20	1025	Intersection of Burnage Hall Rd and McMillian Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and McMillian Dr	\$ 14,100	5	Medium		
Unsignalized Intersection	15	1026	Intersection of Savannah Rd and driveway (Lat. 35.2955; Long. -80.6544)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Savannah Rd and driveway (Lat. 35.2955; Long. -80.6544)	\$ 6,900	5	Medium		
Unsignalized Intersection	17	1028	Intersection of Burnage Hall Rd and Mossycup Trl	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and Mossycup Trl	\$ 14,400	5	Medium		
Unsignalized Intersection	20	1029	Intersection of Burnage Hall Rd and Verbena Ct	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and Verbena Ct	\$ 13,800	5	Medium		
Unsignalized Intersection	15	1030	Intersection of Savannah Rd and Warwick Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Savannah Rd and Warwick Ln	\$ 12,600	5	Medium		
Unsignalized Intersection	17	1031	Intersection of Burnage Hall Rd and Burgundy Ridge Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and Burgundy Ridge Dr	\$ 8,200	5	Medium		
Unsignalized Intersection	20	1032	Intersection of Burnage Hall Rd and Saucercup Ter	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and Saucercup Ter	\$ 8,300	5	Medium		
Unsignalized Intersection	20	1033	Intersection of Burnage Hall Rd and driveway (Lat. 35.2979; Long. -80.6358)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and driveway (Lat. 35.2979; Long. -80.6358)	\$ 4,700	5	Medium		
Unsignalized Intersection	20	1034	Intersection of Burnage Hall Rd and Magnolia Springs Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and Magnolia Springs Dr	\$ 26,000	5	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Unsignalized Intersection	27	1035	Intersection of Sunburst Ln and Cutter Crossing	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Sunburst Ln and Cutter Crossing	\$ 4,600	7	Medium		
Unsignalized Intersection	25	1036	Intersection of Farmington Ridge Pwky and Sunburst Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Farmington Ridge Pwky and Sunburst Ln	\$ 39,400	7	Medium		
Unsignalized Intersection	26	1037	Intersection of Cutter Crossing and driveway (Lat. 35.2983; Long. -80.6757)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Cutter Crossing and driveway (Lat. 35.2983; Long. -80.6757)	\$ 12,600	7	Medium		
Unsignalized Intersection	17	1038	Intersection of Burnage Hall Rd and Houndslow Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and Houndslow Ln	\$ 42,500	5	Medium		
Unsignalized Intersection	26	1039	Intersection of Cutter Crossing and driveway (Lat. 35.2985; Long. -80.6758)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Cutter Crossing and driveway (Lat. 35.2985; Long. -80.6758)	\$ 6,400	7	Medium		
Unsignalized Intersection	24	1040	Intersection of Magnolia Springs Dr and Grace Church St	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Magnolia Springs Dr and Grace Church St	\$ 10,700	5	Medium		
Unsignalized Intersection	26	1041	Intersection of Cutter Crossing and driveway (Lat. 35.2989; Long. -80.6764)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Cutter Crossing and driveway (Lat. 35.2989; Long. -80.6764)	\$ 2,500	5	Medium		
Unsignalized Intersection	25	1042	Intersection of Farmington Ridge Pwky and Hayfield Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Farmington Ridge Pwky and Hayfield Rd	\$ 29,700	5	Medium		
Unsignalized Intersection	17	1043	Intersection of Burnage Hall Rd and French Fields Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and French Fields Ln	\$ 43,800	5	Medium		
Unsignalized Intersection	28	1044	Intersection of Hayfield Rd and Cutter Crossing	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Hayfield Rd and Cutter Crossing	\$ 41,400	5	Medium		
Unsignalized Intersection	27	1045	Intersection of Sunburst Ln and driveway (Lat. 35.3001; Long. -80.6746)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of S	\$ 900	5	Medium		
Unsignalized Intersection	17	1046	Intersection of Burnage Hall Rd and Grovesner St	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Burnage Hall Rd and Grovesner St	\$ 39,200	5	Medium		
Unsignalized Intersection	29	1050	Intersection of Asheby Dr and Wembley Ct	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Asheby Dr and Wembley Ct	\$ 12,800	5	Medium		
Unsignalized Intersection	32	1051	Intersection of Underwood Ave and Asheby Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Underwood Ave and Asheby Dr	\$ 18,100	5	Medium		
Unsignalized Intersection	33	1052	Intersection of Cotswold Ct and Aldersgate Ave	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Cotswold Ct and Aldersgate Ave	\$ 7,000	5	Medium		
Unsignalized Intersection	32	1053	Intersection of Underwood Ave and Cotswold Ct	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Underwood Ave and Cotswold Ct	\$ 24,900	5	Medium		
Unsignalized Intersection	32	1054	Intersection of Underwood Ave and Weathersford Pl	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Underwood Ave and Weathersford Pl	\$ 16,100	5	Medium		
Unsignalized Intersection	32	1057	Intersection of Underwood Ave and Foxcroft Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Underwood Ave and Foxcroft Ln	\$ 18,100	5	Medium		
Unsignalized Intersection	37	1058	Intersection of Pepsi Way and driveway (Lat. 35.3177; Long. -80.6689)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Pepsi Way and driveway (Lat. 35.3177; Long. -80.6689)	\$ 10,500	5	Medium		
Unsignalized Intersection	37	1059	Intersection of Pepsi Way and driveway (Lat. 35.3193; Long. -80.6697)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Pepsi Way and driveway (Lat. 35.3193; Long. -80.6697)	\$ 11,500	5	Medium		
Unsignalized Intersection	38	1061	Intersection of Sims Pkwy and Forest St	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Sims Pkwy and Forest St	\$ 13,800	7	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Unsignalized Intersection	42	1062	Intersection of School Cir and Robinson Ave	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of School Cir and Robinson Ave	\$ 19,000	5	Medium		
Unsignalized Intersection	42	1064	Intersection of School Cir and unnamed road (Lat. 35.3199; Long. -80.6513)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of School Cir and unnamed road (Lat. 35.3199; Long. -80.6513)	\$ 16,300	5	Medium		
Unsignalized Intersection	38	1065	Intersection of Sims Pkwy and Oakley Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Sims Pkwy and Oakley Dr	\$ 6,800	8	Medium		
Unsignalized Intersection	42	1066	Intersection of School Cir and Martha Melvin Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of School Cir and Martha Melvin Rd	\$ 4,700	5	Medium		
Unsignalized Intersection	38	1067	Intersection of Sims Pkwy and driveway (Lat. 35.3203; Long. -80.6602)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Sims Pkwy and driveway (Lat. 35.3203; Long. -80.6602)	\$ 2,400	5	Medium		
Unsignalized Intersection	40	1075	Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6595)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6595)	\$ 9,100	5	Medium		
Unsignalized Intersection	40	1078	Intersection of Morris Dr and driveway (Lat. 35.3224; Long. -80.658)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and driveway (Lat. 35.3224; Long. -80.658)	\$ 6,900	5	Medium		
Unsignalized Intersection	40	1080	Intersection of Morris Dr and driveway (Lat. 35.3224; Long. -80.6575)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and driveway (Lat. 35.3224; Long. -80.6575)	\$ 5,200	5	Medium		
Unsignalized Intersection	40	1082	Intersection of Morris Dr and Patricia Ave	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and Patricia Ave	\$ 13,000	5	Medium		
Unsignalized Intersection	56	1087	Intersection of Kee Ln and driveway (Lat. 35.323; Long. -80.6455)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and driveway (Lat. 35.323; Long. -80.6455)	\$ 6,900	5	Medium		
Unsignalized Intersection	56	1088	Intersection of Kee Ln and driveway (Lat. 35.3232; Long. -80.6455)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and driveway (Lat. 35.3232; Long. -80.6455)	\$ 3,200	5	Medium		
Unsignalized Intersection	59	1092	Intersection of Financial Way and driveway (Lat. 35.3236; Long. -80.6431)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Financial Way and driveway (Lat. 35.3236; Long. -80.6431)	\$ 6,900	5	Medium		
Unsignalized Intersection	59	1093	Intersection of Financial Way and driveway (Lat. 35.3236; Long. -80.6426)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Financial Way and driveway (Lat. 35.3236; Long. -80.6426)	\$ 4,700	5	Medium		
Unsignalized Intersection	59	1094	Intersection of Financial Way and driveway (Lat. 35.3237; Long. -80.6424)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Financial Way and driveway (Lat. 35.3237; Long. -80.6424)	\$ 4,700	5	Medium		
Unsignalized Intersection	58	1096	Intersection of Ruckus Rd and driveway (Lat. 35.3238; Long. -80.6418)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Ruckus Rd and driveway (Lat. 35.3238; Long. -80.6418)	\$ 4,700	5	Medium		
Unsignalized Intersection	43	1102	Intersection of Physicians Blvd and Harrisburg Plz	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Physicians Blvd and Harrisburg Plz	\$ 10,400	5	Medium		
Unsignalized Intersection	54	1109	Intersection of Main St and Professional Blvd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Main St and Professional Blvd	\$ 11,300	5	Medium		
Unsignalized Intersection	51	1111	Intersection of Carl Parmer Dr and Town Center Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and Town Center Rd	\$ 8,900	5	Medium		
Unsignalized Intersection	54	1112	Intersection of Main St and driveway (Lat. 35.3266; Long. -80.6479)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Main St and driveway (Lat. 35.3266; Long. -80.6479)	\$ 9,400	5	Medium		
Unsignalized Intersection	44	1114	Intersection of Harrisburg Plz and Main St	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Harrisburg Plz and Main St	\$ 15,400	5	Medium		
Unsignalized Intersection	51	1116	Intersection of Carl Parmer Dr and driveway (Lat. 35.3269; Long. -80.6428)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and driveway (Lat. 35.3269; Long. -80.6428)	\$ 3,100	5	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Unsignalized Intersection	46	1117	Intersection of Professional Blvd and driveway (Lat. 35.327; Long. -80.6467)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Professional Blvd and driveway (Lat. 35.327; Long. -80.6467)	\$ 5,100	5	Medium		
Unsignalized Intersection	56	1118	Intersection of Kee Ln and driveway (Lat. 35.3273; Long. -80.6448)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and driveway (Lat. 35.3273; Long. -80.6448)	\$ 8,300	5	Medium		
Unsignalized Intersection	51	1119	Intersection of Carl Parmer Dr and Center Place Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and Center Place Dr	\$ 11,900	5	Medium		
Unsignalized Intersection	46	1120	Intersection of Professional Blvd and Town Center Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Professional Blvd and Town Center Rd	\$ 8,700	5	Medium		
Unsignalized Intersection	44	1121	Intersection of Harrisburg Plz and driveway (Lat. 35.3275; Long. -80.6481)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Harrisburg Plz and driveway (Lat. 35.3275; Long. -80.6481)	\$ 9,900	5	Medium		
Unsignalized Intersection	52	1122	Intersection of Center Place Dr and Tyrel Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Center Place Dr and Tyrel Dr	\$ 9,000	5	Medium		
Unsignalized Intersection	46	1123	Intersection of Professional Blvd and driveway (Lat. 35.3277; Long. -80.6463)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Professional Blvd and driveway (Lat. 35.3277; Long. -80.6463)	\$ 10,300	5	Medium		
Unsignalized Intersection	56	1124	Intersection of Kee Ln and Center Place Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Kee Ln and Center Place Dr	\$ 10,000	5	Medium		
Unsignalized Intersection	51	1125	Intersection of Carl Parmer Dr and driveway (Lat. 35.3277; Long. -80.6429)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and driveway (Lat. 35.3277; Long. -80.6429)	\$ 5,100	5	Medium		
Unsignalized Intersection	52	1126	Intersection of Center Place Dr and Lentz Way	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Center Place Dr and Lentz Way	\$ 9,000	5	Medium		
Unsignalized Intersection	44	1127	Intersection of Harrisburg Plz and Town Center Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Harrisburg Plz and Town Center Rd	\$ 6,600	5	Medium		
Unsignalized Intersection	44	1128	Intersection of Harrisburg Plz and driveway (Lat. 35.3282; Long. -80.6478)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Harrisburg Plz and driveway (Lat. 35.3282; Long. -80.6478)	\$ 5,700	5	Medium		
Unsignalized Intersection	46	1129	Intersection of Professional Blvd and Center Place Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Professional Blvd and Center Place Dr	\$ 14,300	5	Medium		
Unsignalized Intersection	45	1130	Intersection of Carl Parmer Dr and driveway (Lat. 35.3282; Long. -80.6435)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and driveway (Lat. 35.3282; Long. -80.6435)	\$ 3,000	5	Medium		
Unsignalized Intersection	45	1131	Intersection of Carl Parmer Dr and Tyrel Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and Tyrel Dr	\$ 12,800	5	Medium		
Unsignalized Intersection	45	1132	Intersection of Carl Parmer Dr and unnamed road (Lat. 35.3284; Long. -80.6443)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and unnamed road (Lat. 35.3284; Long. -80.6443)	\$ 14,500	5	Medium		
Unsignalized Intersection	45	1133	Intersection of Carl Parmer Dr and Lentz Way	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and Lentz Way	\$ 5,500	5	Medium		
Unsignalized Intersection	44	1134	Intersection of Harrisburg Plz and Center Place Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Harrisburg Plz and Center Place Dr	\$ 7,000	5	Medium		
Unsignalized Intersection	45	1135	Intersection of Carl Parmer Dr and Professional Blvd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and Professional Blvd	\$ 11,900	5	Medium		
Unsignalized Intersection	44	1136	Intersection of Carl Parmer Dr and Harrisburg Plaza	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Carl Parmer Dr and Harrisburg Plaza	\$ 6,800	5	Medium		
Unsignalized Intersection	62	1137	Intersection of Rocky River Crossing Rd and Maplecrest PI	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Crossing Rd and Maplecrest PI	\$ 1,400	5	Medium		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Unsignalized Intersection	62	1138	Intersection of Rocky River Crossing Rd and Sedgewood Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Crossing Rd and Sedgewood Ln	\$ 1,400	5	Medium		
Unsignalized Intersection	62	1139	Intersection of Rocky River Crossing Rd and Hickory Hollow Ct	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Crossing Rd and Hickory Hollow Ct	\$ 9,000	5	Medium		
Unsignalized Intersection	62	1140	Intersection of Rocky River Crossing Rd and driveway (Lat. 35.3327; Long. -80.6461)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Crossing Rd and driveway (Lat. 35.3327; Long. -80.6461)	\$ 7,500	5	Medium		
Unsignalized Intersection	62	1141	Intersection of Rocky River Crossing Rd and Creekview Ct	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Crossing Rd and Creekview Ct	\$ 6,900	5	Medium		
Unsignalized Intersection	62	1142	Intersection of Rocky River Crossing Rd and The Meadows Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Crossing Rd and The Meadows Ln	\$ 29,300	5	Medium		
Unsignalized Intersection	62	1143	Intersection of Rocky River Crossing Rd and Willow Glen Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Crossing Rd and Willow Glen Rd	\$ 15,800	5	Medium		
Unsignalized Intersection	62	1144	Intersection of Rocky River Crossing Rd and Stoney Brook Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Crossing Rd and Stoney Brook Ln	\$ 17,900	5	Medium		
Unsignalized Intersection	65	1152	Intersection of Rocky River Rd and Blume Pkwy	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Rd and Blume Pkwy	\$ 8,300	7	Medium		
Unsignalized Intersection	24	90001	Intersection of Magnolia Springs Dr and Grandflora Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Magnolia Springs Dr and Grandflora Dr	\$ 22,200	5	Medium		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	5	The free library is positioned too high for either a side or front approach.	\$ 540	10	Low		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	7	There is no accessible seating provided for this section of the outdoor dining area. Based on the number of outdoor seating provided at least one wheelchair seating space/s is/are required at the table in the gazebo.	\$ 675	10	Low		
Building	N/A	1	Harrisburg Town Hall	N/A	N/A	9	The accessible route of travel on the walk or sidewalk contains cross slopes greater than 2%.	\$ 3,375	10	Low		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	20	The tactile sign is incorrectly located. Where a tactile sign is provided at a door, the sign shall be located alongside the door at the latch side.	\$ 405	9	Low		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	23	The water and drain pipes under the lavatory are not adequately insulated.	\$ 203	9	Low		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	14	In existing buildings and facilities where not all entrances are accessible, entrances to buildings and facilities that are accessible to and usable by persons with disabilities shall be identified with an International Symbol of Accessibility (ISA).	\$ 338	10	Low		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	15	In existing buildings and facilities where not all entrances are accessible, entrances to buildings and facilities that are accessible to and usable by persons with disabilities shall be identified with an International Symbol of Accessibility (ISA).	\$ 338	10	Low		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	16	The bleeding control kit projects more than 4 inches into the circulation path.	\$ 203	10	Low		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	17	The fire extinguisher cabinet projects more than 4 inches into the circulation path.	\$ 203	10	Low		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	18	The handle for opening the storage cabinet for the fire extinguisher is positioned too high for either a side or front approach.	\$ -	10	Low		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	19	The hand sanitizer dispenser's operation mechanism is too high off the floor.	\$ 101	10	Low		
Building	N/A	2	Harrisburg Town Hall	N/A	N/A	22	The paper towel dispenser's operation mechanism is too high off the floor.	\$ 203	10	Low		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Building	N/A	3	Harrisburg Town Hall	N/A	N/A	27	The compartment door is not self-closing and does not have a handle on both sides of the door,	\$1,215	10	Low		
Building	N/A	3	Harrisburg Town Hall	N/A	N/A	28	The coat hook is installed greater than 48 inches above the finished floor.	\$203	10	Low		
PROW Sidewalk	1	N/A	Perseverance Dr	450' West of Happiness Rd	200' south of Swimming Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$46,898	3	Low		
PROW Sidewalk	2	N/A	Swimming Dr	175' North of Horseback Ln	Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$26,688	3	Low		
PROW Sidewalk	3	N/A	Laughing Ln	Swimming Dr	Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$3,277	3	Low		
PROW Sidewalk	4	N/A	Horseback Ln	Swimming Dr	Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$16,154	3	Low		
PROW Sidewalk	5	N/A	Smiling Dr	Perseverance Dr	325' west of Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$6,858	3	Low		
PROW Sidewalk	6	N/A	Perseverance Dr	Rocky River Rd	450' West of Happiness Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$41,446	3	Low		
PROW Sidewalk	7	N/A	Happiness Rd	Pepper Dr	Pepper Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$67,389	3	Low		
PROW Sidewalk	8	N/A	Amazing Ct	Happiness Rd	Happiness Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$3,909	3	Low		
PROW Sidewalk	9	N/A	Caprice Ln	Pepper Dr	Happiness Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$6,123	3	Low		
PROW Sidewalk	10	N/A	Pepper Dr	Savannah Rd	125' west of Butterfield Ct	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$65,193	3	Low		
PROW Sidewalk	11	N/A	Butterfield Ct	425' north of Annelise Dr	Pepper Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$13,634	3	Low		
PROW Sidewalk	12	N/A	Annelise Dr	Savannah Rd	Butterfield Ct	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$39,535	3	Low		
PROW Sidewalk	13	N/A	Warwick Ln	Savannah Rd	Annelise Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$12,867	3	Low		
PROW Sidewalk	14	N/A	Benhill Dr	Robinson Church Rd	Warwick Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$24,778	3	Low		
PROW Sidewalk	15	N/A	Savannah Rd	Benhill Dr	725' west of Warwick Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$47,956	3	Low		
PROW Sidewalk	16	N/A	Savannah Rd	Benhill Dr	25' north of Rocky River Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$23,543	3	Low		
PROW Sidewalk	17	N/A	Burnage Hall Rd	250' north of Grovesner St	375' south of Houndslow Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$35,579	3	Low		
PROW Sidewalk	18	N/A	Burgundy Ridge Dr	Burnage Hall Rd	675' south of Burnage Hall Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$6,996	3	Low		
PROW Sidewalk	19	N/A	Mossycup Trl	750' east of Burnage Hall Rd	Burnage Hall Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$4,295	3	Low		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
PROW Sidewalk	20	N/A	Burnage Hall Rd	600' south of Magnolia Springs Dr	200' south of Mosscup Trl	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 14,886	3	Low		
PROW Sidewalk	23	N/A	Saucercup Ter	325' east of Burnage Hall Rd	Burnage Hall Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,600	3	Low		
PROW Sidewalk	24	N/A	Magnolia Springs Dr	200' north of Rocky River Rd	Burnage Hall Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,342	3	Low		
PROW Sidewalk	25	N/A	Farmington Ridge Pwky	300' south of Tom Query Rd	150' south of Sunburst Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,169	3	Low		
PROW Sidewalk	26	N/A	Cutter Crossing	Hayfield Rd	Sunburst Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 12,240	3	Low		
PROW Sidewalk	27	N/A	Sunburst Ln	Farmington Ridge Pkwy	Tom Query Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 44,502	3	Low		
PROW Sidewalk	28	N/A	Hayfield Rd	275' east of Farmington Ridge Pkwy	Farmington Ridge Pkwy	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,708	3	Low		
PROW Sidewalk	29	N/A	Asheby Dr	Underwood Ave	Tom Query Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 15,537	3	Low		
PROW Sidewalk	30	N/A	Wembley Ct	Asheby Dr	200' west of Asheby Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 9,561	3	Low		
PROW Sidewalk	31	N/A	Aldersgate Ave	200' east of Cotswold Ct	200' west of Cotswold Ct	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 15,552	3	Low		
PROW Sidewalk	32	N/A	Underwood Ave	225' south of Robindale Dr	125' west of Asheby Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 57,159	3	Low		
PROW Sidewalk	33	N/A	Cotswold Ct	550' north of Underwood Ave	Aldersgate Ave	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 28,482	3	Low		
PROW Sidewalk	34	N/A	Weathersford Pl	Underwood Ave	0	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 9,614	3	Low		
PROW Sidewalk	35	N/A	Foxcroft Ln	Underwood Ave	600' south of Underwood Ave	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 17,923	3	Low		
PROW Sidewalk	36	N/A	Robindale Dr	Caldwell Rd	Underwood Ave	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,859	3	Low		
PROW Sidewalk	37	N/A	Pepsi Way	NC-49	975' south of NC-49	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 40,089	3	Low		
PROW Sidewalk	38	N/A	Sims Pkwy	200' south of NC-49	Forest St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 24,909	3	Low		
PROW Sidewalk	39	N/A	Forest St	Sims Pkwy	250' west of Sims Pkwy	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 1,455	3	Low		
PROW Sidewalk	40	N/A	Morris Dr	School Ave	Morehead Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 37,219	3	Low		
PROW Sidewalk	41	N/A	School Ave	Morris Dr	NC-49	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,871	3	Low		
PROW Sidewalk	42	N/A	School Cir	525' south of NC-49	Robinson Church Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 14,410	3	Low		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
PROW Sidewalk	43	N/A	Physicians Blvd	125' east of Harrisburg Pl	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,080	3	Low		
PROW Sidewalk	44	N/A	Harrisburg Plz	Carl Parmer Dr	200' south of Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 6,078	3	Low		
PROW Sidewalk	45	N/A	Carl Parmer Dr	275' east of Tyrel Dr	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 27,907	3	Low		
PROW Sidewalk	46	N/A	Professional Blvd	100' north of Carl Parmer Dr	150' south of Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 25,932	3	Low		
PROW Sidewalk	47	N/A	Carl Parmer Dr	100' north of Carl Parmer Dr	Carl Parmer Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 4,400	3	Low		
PROW Sidewalk	48	N/A	Lentz Way	Carl Parmer Dr	Center Place Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 6,687	3	Low		
PROW Sidewalk	49	N/A	Tyrel Dr	Carl Parmer Dr	Center Place Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 5,300	3	Low		
PROW Sidewalk	50	N/A	Carl Parmer Dr	Carl Parmer Dr	Carl Parmer Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 3,391	3	Low		
PROW Sidewalk	51	N/A	Carl Parmer Dr	200' north of Center Place Dr	Ruckus Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 23,830	3	Low		
PROW Sidewalk	52	N/A	Center Place Dr	100' east of Carl Parmer Dr	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 23,295	3	Low		
PROW Sidewalk	53	N/A	Town Center Rd	Carl Parmer Dr	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 40,960	3	Low		
PROW Sidewalk	54	N/A	Main St	125' east of Town Hall Pl	Harrisburg Plz	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 29,261	3	Low		
PROW Sidewalk	55	N/A	Town Hall Pl	Town Center Rd	200' south of Town Center Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 6,567	3	Low		
PROW Sidewalk	56	N/A	Kee Ln	Center Place Dr	Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 38,655	3	Low		
PROW Sidewalk	57	N/A	Hagler St	275' east of Main St	Kee Ln	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 13,914	3	Low		
PROW Sidewalk	58	N/A	Ruckus Rd	Carl Parmer Dr	NC-49	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 2,076	3	Low		
PROW Sidewalk	59	N/A	Financial Way	50' west of Ruckus Rd	Main St	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,112	3	Low		
PROW Sidewalk	60	N/A	Main St	Hagler St	NC-49	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 18,500	3	Low		
PROW Sidewalk	62	N/A	Rocky River Crossing Rd	Roberta Rd	150' west of Maplevue Pl	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 54,492	3	Low		
PROW Sidewalk	63	N/A	Rock River Road	300' east of Starwood Dr	700' west of Plaza Rd Ext	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 37,467	3	Low		
PROW Sidewalk	64	N/A	Rock River Road	Savannah Rd	1900' south of Perseverance Dr	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 14,363	3	Low		

Facility Type	Corridor ID	GPS ID	Project Name	Sidewalk Limit 1	Sidewalk Limit 2	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
PROW Sidewalk	65	N/A	Rock River Road	200' west of Quail Hollow Dr	Live Oak Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 9,736	3	Low		
PROW Sidewalk	66	N/A	Rocky River Road	400' north of Pembroke Rd	Pembroke Rd	N/A	See facility report and GIS data for detailed sidewalk evaluation findings.	\$ 8,039	3	Low		
Unsignalized Intersection	2	1004	Intersection of Swimming Dr and Horseback Ln	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Swimming Dr and Horseback Ln	\$ 8,200	9	Low		
Unsignalized Intersection	6	1010	Intersection of Perseverance Dr and Amazing Ct	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Perseverance Dr and Amazing Ct	\$ 8,800	9	Low		
Unsignalized Intersection	10	1014	Intersection of Pepper Dr and Happiness Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Pepper Dr and Happiness Rd	\$ 6,600	9	Low		
Unsignalized Intersection	10	1017	Intersection of Pepper Dr and Butterfield Ct	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Pepper Dr and Butterfield Ct	\$ 14,600	9	Low		
Unsignalized Intersection	14	1022	Intersection of Benhill Dr and driveway (Lat. 35.2951; Long. -80.6544)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Benhill Dr and driveway (Lat. 35.2951; Long. -80.6544)	\$ 4,700	9	Low		
Unsignalized Intersection	27	1047	Intersection of Sunburst Ln and Hayfield Rd	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Sunburst Ln and Hayfield Rd	\$ 9,900	9	Low		
Unsignalized Intersection	38	1068	Intersection of Sims Pkwy and driveway (Lat. 35.3206; Long. -80.6603)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Sims Pkwy and driveway (Lat. 35.3206; Long. -80.6603)	\$ 2,500	9	Low		
Unsignalized Intersection	38	1070	Intersection of Sims Pkwy and driveway (Lat. 35.3209; Long. -80.6604)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Sims Pkwy and driveway (Lat. 35.3209; Long. -80.6604)	\$ 2,500	9	Low		
Unsignalized Intersection	40	1076	Intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6592)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Morris Dr and driveway (Lat. 35.3222; Long. -80.6592)	\$ 2,500	9	Low		
Unsignalized Intersection	60	1077	Intersection of Main St and driveway (Lat. 35.3222; Long. -80.6437)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of M	\$ 200	9	Low		
Unsignalized Intersection	41	1086	Intersection of School Ave and Morris Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of School Ave and Morris Dr	\$ 2,000	13	Low		
Unsignalized Intersection	63	1148	Intersection of Rocky River Rd and driveway (Lat. 35.2842; Long. -80.6656)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Rd and driveway (Lat. 35.2842; Long. -80.6656)	\$ 2,500	9	Low		
Unsignalized Intersection	63	1149	Intersection of Rocky River Rd and Starwood Dr	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Rd and Starwood Dr	\$ 6,500	9	Low		
Unsignalized Intersection	66	1153	Intersection of Rocky River Rd and driveway (Lat. 35.3031; Long. -80.6049)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of R	\$ 300	9	Low		
Unsignalized Intersection	66	1154	Intersection of Rocky River Rd and driveway (Lat. 35.3033; Long. -80.6045)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Rocky River Rd and driveway (Lat. 35.3033; Long. -80.6045)	\$ 2,200	9	Low		
Unsignalized Intersection	28	90002	Intersection of Hayfield Rd and driveway (Lat. 35.2994; Long. -80.6764)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Hayfield Rd and driveway (Lat. 35.2994; Long. -80.6764)	\$ 8,500	9	Low		
Unsignalized Intersection	39	90005	Intersection of Forest St and driveway (Lat. 35.3192; Long. -80.6606)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Forest St and driveway (Lat. 35.3192; Long. -80.6606)	\$ 4,700	9	Low		
Unsignalized Intersection	38	90006	Intersection of Sims Pkwy and driveway (Lat. 35.3196; Long. -80.6599)	N/A	N/A	N/A	See facility report and GIS data for detailed evaluation findings at intersection of Sims Pkwy and driveway (Lat. 35.3196; Long. -80.6599)	\$ 2,400	9	Low		
TOTAL								\$ 3,351,329				



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Approval of the Fall 2021 Powell Bill Pavement Resurfacing Contract with Sloan Construction

Presenting Personnel:

Robert Donham, Town Engineer

Suggested Motion or Action:

If approved, motion to award pavement resurfacing bid to Sloan Construction in the amount of \$430,000.

Description/Background:

Each year, the Town of Harrisburg utilizes funds from Powell Bill allocations, which are made to incorporated municipalities which establish their eligibility and qualify per North Carolina General Statute 136-41.1 through 136-41.4.

This year's Powell funds will be used to re-pave approximately 2.4 miles of 2-lane road. The following roads are scheduled for repair by milling and repaving: In Harrisburg Park Subdivision: a portion of Morris Drive, a portion of Plaza Drive, a portion of Parallel Drive, a portion of Valhalla Drive and a portion of Ford Street; in Rocky River Crossing Subdivision: a portion of The Meadows Lane, Arborview Drive, Willow Glen Rd, Meadow Glen Lane, Stoney Brook Lane and a portion of Hickory Hollow Court; in Farmington Subdivision: Coulter Crossing, Sunburst Lane, and Hayfield Rd. A map has been provided with this presentation.

Recommendation:

Staff recommends approval of the attached contract with Sloan Construction for the Fall 2021 Powell Bill Pavement Resurfacing Project.

Fiscal Impact:

This project has a fiscal impact of \$430,000 which will utilize the Powell Bill Paving fund for FY2022.

The project was informally bid, meeting the bid requirements for construction contracts with an expected value of less than \$500,000. Eight bids were received, which can be viewed on the attached bid summary. The low bid from Sloan Construction of \$425,573.98 is recommended for approval. Additional quantities of paving may be authorized at the same unit price up to the contract maximum of \$430,000.

The attached contract is approved by the Town Attorney.

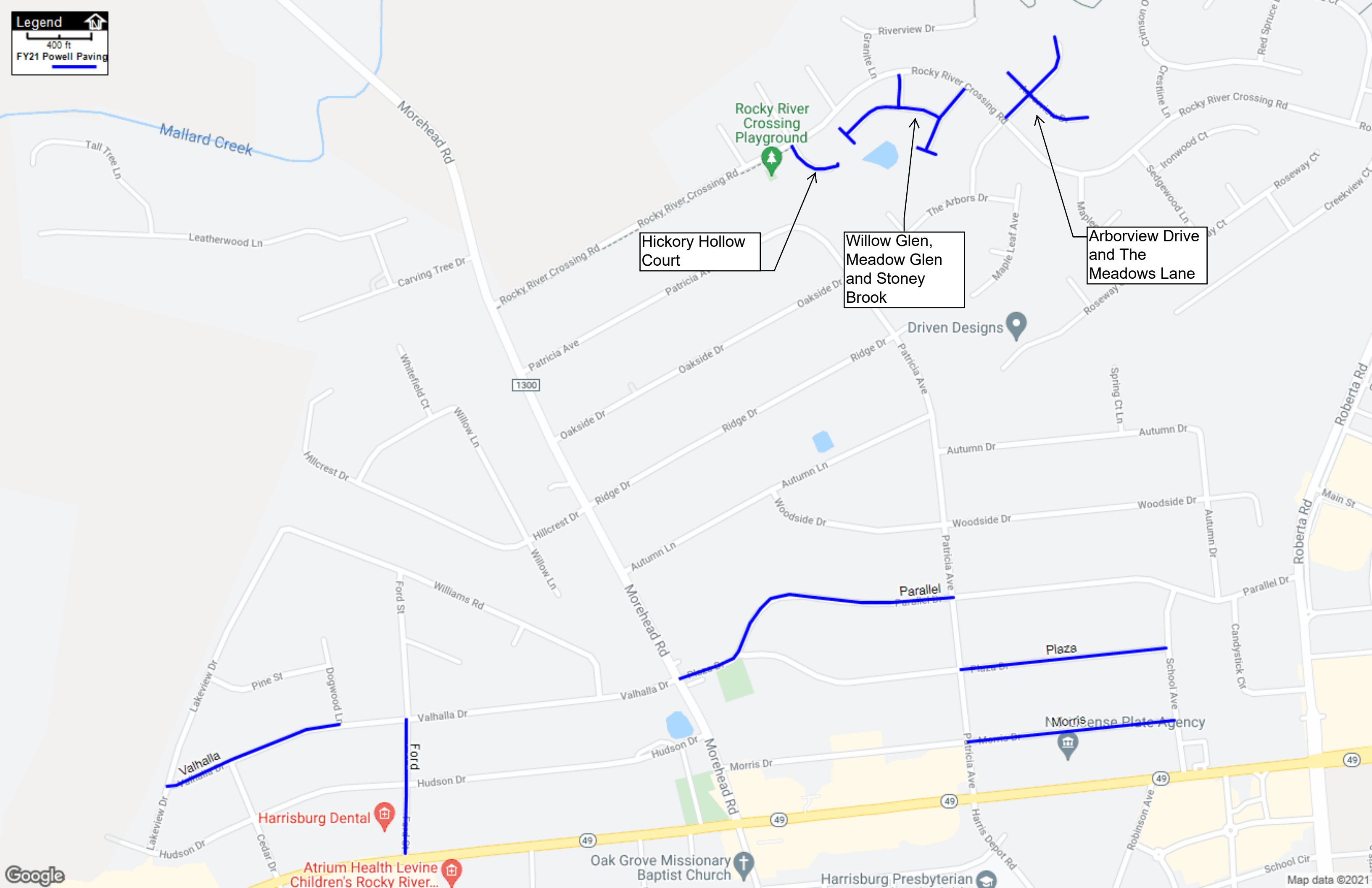
Attachments:

1. Fall 2021 Paving Maps
2. Fall 21 Resurfacing - Bid Results - Contract Quantity Results
3. Fall 2021 Paving Contract - Sloan Construction

Legend

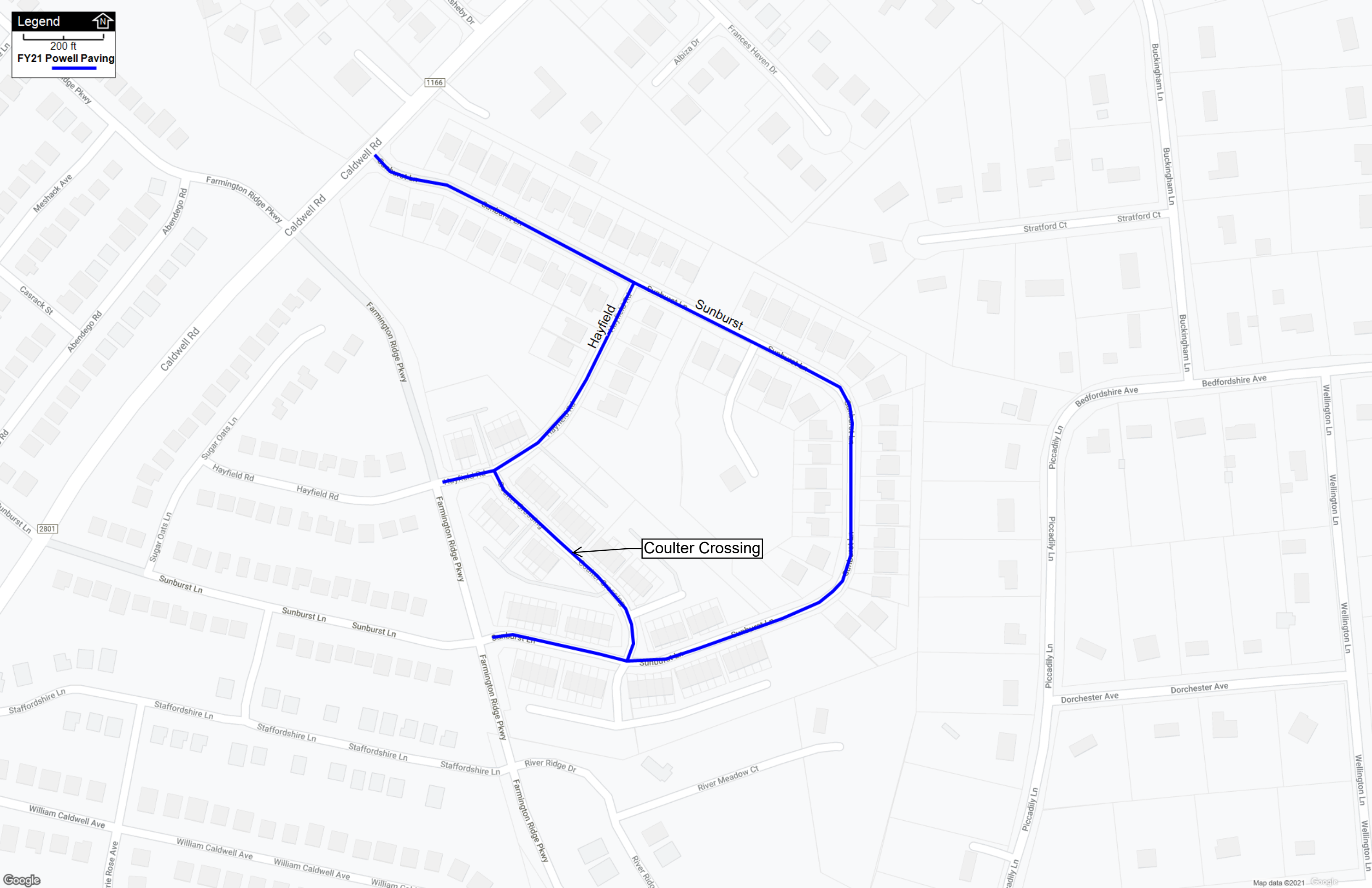
400 ft

FY21 Powell Paving



Legend


200 ft
FY21 Powell Paving





Project 2021 Fall Resurfacing Project

				Blythe Construction Inc.		NJR Group, Inc		Sloan Construction		Ram Pavement		Red Clay Industries		J.T. Russell & Sons, Inc.		Blythe Brothers Asphalt Co., L.L.C.		Trull Contracting, LLC	
Bid Item	Item Description	Est. Qty.	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	Mobilization	1	LS	\$ 16,800.00	\$ 16,800.00	\$ 16,600.00	\$ 16,600.00	\$ 16,500.00	\$ 16,500.00	\$ 12,430.00	\$ 12,430.00	\$ 9,832.00	\$ 9,832.00	\$ 22,000.00	\$ 22,000.00	\$ 25,000.00	\$ 25,000.00	\$ 7,500.00	\$ 7,500.00
2	Traffic Control	1	LS	\$ 15,100.00	\$ 15,100.00	\$ 24,000.00	\$ 24,000.00	\$ 25,200.00	\$ 25,200.00	\$ 8,000.00	\$ 8,000.00	\$ 5,385.00	\$ 5,385.00	\$ 18,000.00	\$ 18,000.00			\$ 12,000.00	\$ 12,000.00
3	Milling of Existing Pavement - 1 - 1/2"	22,912	SY	\$ 2.35	\$ 53,843.72	\$ 3.00	\$ 68,736.67	\$ 2.10	\$ 48,115.67	\$ 3.00	\$ 68,736.67	\$ 4.75	\$ 108,833.06	\$ 4.75	\$ 108,833.06	\$ 3.50	\$ 80,192.78	\$ 2.50	\$ 57,280.56
4	Tack Coat	2,001	GAL	\$ 2.60	\$ 5,202.81	\$ 1.00	\$ 2,001.08	\$ 2.30	\$ 4,602.48	\$ 4.00	\$ 8,004.32	\$ 3.75	\$ 7,504.05	\$ 0.30	\$ 600.32		\$ -	\$ 5.00	\$ 10,005.40
5	Asphalt Concrete Surface Course, S9.5C (1.5" depth)	33,351	SY	\$ 7.95	\$ 265,143.10	\$ 7.60	\$ 253,470.13	\$ 7.80	\$ 260,140.40	\$ 8.62	\$ 287,488.49	\$ 7.95	\$ 265,143.10	\$ 12.45	\$ 415,224.10	\$ 11.95	\$ 398,548.43	\$ 8.90	\$ 296,826.87
6	Incidental Patching	350	TON	\$ 165.00	\$ 57,750.00	\$ 120.00	\$ 42,000.00	\$ 145.00	\$ 50,750.00	\$ 125.00	\$ 43,750.00	\$ 135.00	\$ 47,250.00	\$ 155.00	\$ 54,250.00	\$ 175.00	\$ 61,250.00	\$ 135.00	\$ 47,250.00
Contract Price					\$ 413,839.63		\$ 406,807.88		\$ 405,308.55		\$ 428,409.48		\$ 443,947.21		\$ 618,907.48		\$ 564,991.21		\$ 430,862.82
5% Contingency					\$ 20,691.98		\$ 20,340.39		\$ 20,265.43		\$ 21,420.47		\$ 22,197.36		\$ 30,945.37		\$ 28,249.56		\$ 21,543.14
Total Contract Price					\$ 434,531.61		\$ 427,148.27		\$ 425,573.98		\$ 449,829.95		\$ 466,144.57		\$ 649,852.85		\$ 593,240.77		\$ 452,405.96

Yellow Highlight indicates calculation error

CONTRACT FOR 2021 FALL RESURFACING

This Contract is by and between Town of Harrisburg, NC (Owner) and
Sloan Construction (Contractor).

Owner and Contractor hereby agree as follows:

ARTICLE 1 - THE WORK

1.01 Work

- A. Work includes all labor, materials, equipment, services, and documentation necessary to construct the Project defined herein.
- B. The Contractor shall complete all Work as specified or indicated in the Contract Documents. The Project is generally described as follows:
 - 1. This improvement project shall consist of milling approximately 2.4 miles of 2-lane road to depth of 1.5" and resurfacing with 1.5" of surface course asphalt. Project also consist of 350 tons of incidental patching, to be identified by the Town of Harrisburg at the time of the project.

ARTICLE 2 - CONTRACT DOCUMENTS

2.01 Intent of Contract Documents

- A. It is the intent of the Contract Documents to describe a functionally complete project. The Contract Documents do not indicate or describe all of the Work required to complete the Project. Additional details required for the correct installation of selected products are to be provided by the Contractor and coordinated with the Owner. This Contract supersedes prior negotiations, representations, and agreements, whether written or oral. The Contract Documents are complementary; what is required by one part of the Contract Documents is as binding as if required by other parts of the Contract Documents.

ARTICLE 3 - CONTRACT TIMES

3.01 Contract Times

- A. The Work will be substantially completed on or before December 15, 2021, and completed and ready for final payment on or before December 15, 2021.

3.02 Liquidated Damages

- A. Contractor and Owner recognize that time is of the essence in the performance of the Contract, and that Owner will incur damages if Contractor does not complete the Work according to the requirements of Paragraph 3.01. Because such damages for delay would be difficult and costly to determine, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty) Contractor shall pay Owner \$200 for each day that expires after the Contract Time for substantial completion.

3.03 Delays in Contractor's Progress

- A. If Owner or anyone for whom Owner is responsible, delays, disrupts, or interferes with the performance or progress of the Work, then Contractor shall be entitled to an equitable adjustment in the Contract Times and Contract Price. Contractor's entitlement to an adjustment of the Contract Times is conditioned on such adjustment being essential to Contractor's ability to complete the Work within the Contract Times.
- B. Contractor shall not be entitled to an adjustment in Contract Price or Contract Times for delay, disruption, or interference caused by or within the control of Contractor or their subcontractors or suppliers.
- C. If Contractor's performance or progress is delayed, disrupted, or interfered with by unanticipated causes not the fault of and beyond the control of Owner, Contractor, and those for which they are responsible, then Contractor shall be entitled to an equitable adjustment in Contract Times.
- D. Contractor shall not be entitled to an adjustment in Contract Price or Contract Times for any delay, disruption, or interference if such delay is concurrent with a delay, disruption, or interference caused by or within the control of Contractor or Contractor's subcontractors or suppliers.

ARTICLE 4 - CONTRACT PRICE

4.01 Payment

Owner shall pay Contractor in accordance with the Contract Documents at the following unit prices for each unit of Work completed:

Bid Item	Item Description	Est. Qty.	Unit	Total Unit Price	Total Price
1	Mobilization	1	LS	\$16,500.00	\$16,500.00
2	Traffic Control	1	LS	\$25,200.00	\$25,200.00
3	Milling of Existing Pavement - 1 - 1/2"	22,912	SY	\$2.10	\$48,115.67
4	Tack Coat	2,001	GAL	\$2.30	\$4,602.48
5	Asphalt Concrete Surface Course, S9.5C (1.5" depth)	33,351	SY	\$7.80	\$260,140.40
6	Incidental Patching	350	TON	\$145.00	\$50,750.00
Contract Price					\$405,308.55
5% Contingency					\$20,265.43
Total Bid Price					\$425,573.98

Payment will be made in an amount equal to the total of all extended prices for actual Work completed. The extended price is determined by multiplying the unit price times the actual quantity of that Work item completed. The total contract price will be an extension of the payment per unit price and shall not exceed **\$430,000**. The contractor may add or delete from the bid quantities.

ARTICLE 5 - INSURANCE

5.01 Insurance

- A. Before starting Work, Contractor shall furnish evidence of insurance from companies that are duly licensed or authorized in the jurisdiction in which the Project is located.

ARTICLE 6 - CONTRACTOR'S RESPONSIBILITIES

6.01 Supervision and Superintendence

- A. Contractor shall supervise and direct the Work competently and efficiently, devoting such attention thereto and applying such skills and expertise as may be necessary to perform the Work in accordance with the Contract Documents. Contractor shall be solely responsible for the means, methods, techniques, sequences, safety, and procedures of construction.
- B. Contractor shall assign a competent resident superintendent who is to be present at all times during the execution of the Work.
- C. Contractor shall at all times maintain good discipline and order at the Site.
- D. Except as otherwise required for the safety or protection of persons or the Work or property at the Site or adjacent thereto, and except as otherwise stated in the Contract Documents, all Work at the Site shall be performed during regular working hours, Monday through Friday.

6.02 Other Work at the Site

- A. In addition to and apart from the Work of the Contractor, other work may occur at or adjacent to the Site. Contractor shall take reasonable and customary measures to avoid damaging, delaying, disrupting, or interfering with the work of Owner, any other contractor, or any utility owner performing other work at or adjacent to the Site.

6.03 Services, Materials, and Equipment

- A. Unless otherwise specified in the Contract Documents, Contractor shall provide and assume full responsibility for all services, materials, equipment, labor, transportation, construction equipment and machinery, tools, appliances, fuel, power, light, heat, telephone, water, sanitary facilities, temporary facilities, and all other facilities and incidentals necessary for the performance, testing, start up, and completion of the Work, whether or not such items are specifically called for in the Contract Documents.
- B. All materials and equipment incorporated into the Work shall be new, of good quality and shall be stored, applied, installed, connected, erected, protected, used, cleaned, and conditioned in accordance with instructions of the applicable supplier, except as otherwise may be provided in the Contract Documents.

6.04 Subcontractors and Suppliers

- A. Contractor may retain subcontractors and suppliers for the performance of parts of the Work. Such subcontractors and suppliers must be acceptable to Owner.

6.05 Licenses, Fees and Permits

- A. Contractor shall pay all license fees and royalties and assume all costs incident to performing the Work or the incorporation in the Work of any invention, design, process, product, or device which is the subject of patent rights or copyrights held by others.
- B. Contractor shall obtain and pay for all construction permits and licenses unless otherwise provided in the Contract Documents.

6.06 Laws and Regulations; Taxes

- A. Contractor shall give all notices required by and shall comply with all local, state, and federal Laws and Regulations applicable to the performance of the Work. Except where otherwise expressly required by applicable Laws and Regulations, Owner shall not be responsible for monitoring Contractor's compliance with any Laws or Regulations.
- B. Contractor shall bear all resulting costs and losses, and shall indemnify and hold harmless Owner and the officers, directors, members, partners, employees, agents, consultants, and subcontractors from and against all claims, costs, losses, and damages if Contractor performs any Work or takes any other action knowing or having reason to know that it is contrary to Laws or Regulations.
- C. Contractor shall pay all applicable sales, consumer, use, and other similar taxes Contractor is required to pay in accordance with Laws and Regulations.

6.07 Safety and Protection

- A. Contractor shall be solely responsible for initiating, maintaining, and supervising all safety precautions and programs in connection with the Work.

- B. Contractor shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury, or loss to:
 - 1. All persons on the Site or who may be affected by the Work;
 - 2. All the Work and materials and equipment to be incorporated therein, whether in storage on or off the Site; and
 - 3. Other property at the Site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures, other work in progress, utilities, and underground facilities not designated for removal, relocation, or replacement in the course of construction.
- C. All damage, injury, or loss to any property caused, directly or indirectly, in whole or in part, by Contractor, or anyone for whose acts the Contractor may be liable, shall be remedied by Contractor at its expense.
- D. Contractor shall be responsible for coordinating any exchange of material safety data sheets or other hazard communication information required to be made available to or exchanged between or among employers at the Site in accordance with Laws or Regulations.

6.08 Warranties and Guarantees

- A. Contractor warrants and guarantees to Owner that all Work will be in accordance with the Contract Documents and will not be defective. Owner and its officers, directors, members, partners, employees, agents, consultants, and subcontractors shall be entitled to rely on Contractor's warranty and guarantee.

6.09 Correction Period

- A. If within one year after the date of substantial completion, any Work is found to be defective, or if the repair of any damages to the Site, adjacent areas that Contractor has arranged to use through construction easements or otherwise, and other adjacent areas used by Contractor as permitted by Laws and Regulations, is found to be defective, then Contractor shall promptly and without cost to Owner, correct such defective Work.

6.10 Indemnification

- A. To the fullest extent permitted by Laws and Regulations, and in addition to any other obligations of Contractor under the Contract or otherwise, Contractor shall indemnify and hold harmless Owner and any officers, directors, members, partners, employees, agents, consultants and subcontractors of the Owner from and against all claims, costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals and all court or arbitration or other dispute resolution costs) arising out of or relating to the performance of the Work, provided that any such claim, cost, loss, or damage is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than the Work itself), including the loss of use resulting therefrom but only to the extent caused by any negligent act or omission of Contractor, any subcontractor, any supplier, or any individual or entity directly or indirectly employed by any of them to perform any of the Work or anyone for whose acts they may be liable.

ARTICLE 7 - OWNER'S RESPONSIBILITIES

7.01 Owner's Responsibilities

- A. Except as otherwise provided in the Contract Documents, Owner shall issue all communications to Contractor through Engineer.
- B. Owner shall make payments to Contractor as provided in this Contract.
- C. Owner shall provide Site and easements required to construct the Project.
- D. If Owner intends to contract with others for the performance of other work at or adjacent to the Site, unless stated elsewhere in the Contract Documents, Owner shall have sole authority and responsibility for such coordination.
- E. The Owner shall be responsible for performing inspections and tests required by applicable codes.
- F. The Owner shall not supervise, direct, or have control or authority over, nor be responsible for, Contractor's means, methods, techniques, sequences, or procedures of construction, or the safety precautions and programs, or for any failure of Contractor to comply with Laws and Regulations applicable to the performance of the Work. Owner will not be responsible for Contractor's failure to perform the Work in accordance with the Contract Documents.
- G. While at the Site, Owner's employees and representatives shall comply with the specific applicable requirements of Contractor's safety programs of which Owner has been informed.

ARTICLE 8 - CHANGES IN THE WORK

8.01 Authority to Change the Work

- A. Without invalidating the Contract and without notice to any surety, Owner may, at any time or from time to time, order additions, deletions, or revisions in the Work.

8.02 Change Orders

- A. Owner and Contractor shall execute appropriate Change Orders covering:
 - 1. Changes in the Contract Price or Contract Times which are agreed to by the parties, including any undisputed sum or amount of time for Work actually performed in accordance with a Work Change Directive;
 - 2. Changes in the Work which are: (a) ordered by Owner or (b) agreed to by the parties.

ARTICLE 9 - TESTS AND INSPECTIONS; CORRECTION OF DEFECTIVE WORK

9.01 Tests and Inspections

- A. Owner will have access to the Site and the Work at reasonable times for their observation, inspection, and testing. Contractor shall provide them proper and safe conditions for such access.
- B. Contractor shall give Owner timely notice of readiness of the Work for all required inspections and tests, and shall cooperate with inspection and testing personnel to facilitate required inspections and tests.

- C. If any Work that is to be inspected, tested, or approved is covered by Contractor without written concurrence of Owner, Contractor shall, if requested by Owner, uncover such Work for observation. Such uncovering shall be at Contractor's expense.

9.02 Defective Work

- A. Contractor shall ensure that the Work is not defective.
- B. Owner has the authority to determine whether Work is defective, and to reject defective Work.
- C. Prompt notice of all defective Work of which Owner has actual knowledge will be given to Contractor.
- D. The Contractor shall promptly correct all such defective Work.
- E. If the Work is defective or Contractor fails to supply sufficient skilled workers or suitable materials or equipment, or fails to perform the Work in such a way that the completed Work will conform to the Contract Documents, then Owner may order Contractor to stop the Work, or any portion thereof, until the cause for such order has been eliminated.

ARTICLE 10 - PAYMENTS TO CONTRACTOR

10.01 Applications for Payments:

- A. Contractor shall submit an application for payment in a form acceptable to the Owner, no more frequently than monthly, to Owner. Applications for payment will be prepared and signed by Contractor. Contractor shall provide supporting documentation required by the Contract Documents. Payment will be paid for Work completed as of the date of the application for payment.

10.02 Retainage

- A. The Owner shall retain 5% of each progress payment until the Work is substantially complete.

10.03 Review of Applications

- A. Within 10 days after receipt of each application for payment, the Owner will indicate in writing acceptance of application or return the application to Contractor indicating in writing Owner's reasons for refusing to recommend payment. The Contractor will make the necessary corrections and resubmit the application for payment.

10.04 Substantial Completion

- A. The Contractor shall notify Owner in writing that the Work is substantially complete and request the Owner issue a certificate of substantial completion when Contractor considers the Work ready for its intended use.

10.05 Final Inspection

- A. Upon written notice from Contractor that the entire Work is complete, Owner will promptly make a final inspection with Contractor and will notify Contractor in writing of all particulars in which this inspection reveals that the Work, or agreed portion thereof, is incomplete or defective. Contractor shall immediately take such measures as are necessary to complete such Work or remedy such deficiencies.

10.06 Final Payment

- A. Contractor may make application for final payment after Contractor has satisfactorily completed all Work defined in the Contract.
- B. The Work is complete (subject to surviving obligations) when it is ready for final payment as established by the Owner's written recommendation of final payment.

10.07 Waiver of Claims

- A. The making of final payment will not constitute a waiver by Owner of claims or rights against Contractor.
- B. The acceptance of final payment by Contractor will constitute a waiver by Contractor of all claims and rights against Owner other than those pending matters that have been duly submitted.

ARTICLE 11 - CONTRACTOR'S REPRESENTATIONS

11.01 Contractor Representations

- A. Contractor makes the following representations when entering into this Contract:
 - 1. Contractor has examined and carefully studied the Contract Documents, and any data and reference items identified in the Contract Documents.
 - 2. Contractor has visited the Site, conducted a thorough visual examination of the Site and adjacent areas, and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
 - 3. Contractor is familiar with and is satisfied as to all Laws and Regulations that may affect cost, progress, and performance of the Work.
 - 4. Contractor has considered the information known to Contractor itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Contract Documents; and the Site-related reports and drawings identified in the Contract Documents, with respect to the effect of such information, observations, and documents on:
 - a. The cost, progress, and performance of the Work;
 - b. The means, methods, techniques, sequences, and procedures of construction to be employed by Contractor; and
 - c. Contractor's safety precautions and programs.
 - 5. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.
 - 6. Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.
 - 7. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

8. Contractor's entry into this Contract constitutes an incontrovertible representation by Contractor that, without exception, all prices in the Contract are premised upon performing and furnishing the Work required by the Contract Documents.

IN WITNESS WHEREOF, Owner and Contractor have signed this Contract.

This Contract will be effective on _____ (which is the Effective Date of the Contract).

OWNER: Town of Harrisburg, NC

CONTRACTOR: Sloan Construction

By: _____

By: _____

Title: _____

Title: _____

Attest: _____

Attest: _____

Title: _____

Title: _____

Address for giving notices:

Address for giving notices:

Attn: Mallory Hodgson

4100 Main Street, Suite 101

Harrisburg, NC 28075

License No.: _____

(where applicable)



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Calling a Special Meeting on September 16, 2021 to Discuss Update of Town Center Rezoning Plan.

Presenting Personnel:

Lee Connor, Assistant Town Manager

Suggested Motion or Action:

If approved: Motion to set special meeting of Town Council on September 16, 2021 at 6:00PM for the discussion of the Town Center rezoning plan.

Description/Background:

Lansing Melbourne Group (LMG) has requested a meeting with all of Town Council to discuss their current plans with the current owner of the property and how they would like to move forward with the existing rezoning development plan for Town Center.

Of specific discussion would be Phase 1 of the project which is to the east of Town Hall and the plans for the future of Phase 2, which is the core of the project to the west of Town Hall.

There will be no decisions on plan approval at this meeting. This is simply for information and direction.

Recommendation:

Staff recommends setting the special meeting to give Council an opportunity as a full group to hear the plans for the Town Center development project and provide guidance to staff of next steps.

Fiscal Impact:

There is no fiscal impact for this agenda item.

Attachments:

None



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Appointment to Parks & Recreation Advisory Board

Presenting Personnel:

James Spina, Parks and Recreation Director

Suggested Motion or Action:

Motion to appoint Muhammed Adlibi to Harrisburg Parks & Recreation Advisory Board.

Description/Background:

The Parks & Recreation Advisory Board currently has an open position created by the resignation of Brantlee Drake. The position was advertised in June and July and Muhammed Adlibi was the only applicant. Mr. Adlibi was interviewed by current Parks & Recreation Advisory Board members on July 26th. The Advisory Board feel he is a good fit and unanimously recommended him to Town Council for appointment to the Parks & Recreation Advisory Board. If appointed, he will serve the remainder of a two-year appointment ending Feb. 28, 2022.

Recommendation:

Staff recommends approval of the Muhammed Adlibi to the Parks and Recreation Advisory Board.

Fiscal Impact:

None.

Attachments:

1. Parks and Recreation Advisory Board - Idlibi



TOWN OF HARRISBURG PARKS AND RECREATION

Application for Town of Harrisburg Parks and Recreation Advisory Board

Town of Harrisburg Parks and Recreation Advisory Board

The Town of Harrisburg Parks and Recreation Advisory Board provides a voice for the community. The Board consists of individuals who live in the local community and have interest in supporting programs and facilities for recreation and social activities for all age groups. Through monthly meetings, information obtained from the Parks and Recreation Advisory Board is provided to Harrisburg Town Council to help make informed decisions that support the community. The Advisory Board typically meets the 4th Monday of each month at 6pm at Harrisburg Town Hall.

If you are interested please complete the form below and return to Town Clerk, Town of Harrisburg, PO Box 100, Harrisburg, NC 28075, or submit via email to jrackley@harrisburgnc.org.

Town of Harrisburg Parks and Recreation Mission

It is the mission of the Harrisburg Parks and Recreation Department to provide a localized system of parks and recreation resources and services to enhance the quality of life of Harrisburg residents. The Department strives to develop and maintain safe and attractive parks and recreation areas; to partner and cooperate with other Town departments, area agencies, sponsors and organizations to address the leisure needs of residents in the most cost-effective manner, and to support the physical, mental, moral and economic health of our community through provision and promotion of special events as well as traditional recreational programs and opportunities.

APPLICANT INFORMATION			
Name Mohammed Idlibi		Date 07/21/21	
Address 3505 Mckees Ct.		Apartment/Unit #	
City Harrisburg	State NC	Zip 28075	
Phone 9807216630		Email Address midlibi@gmail.com	
Are you able to attend regularly scheduled meetings once a month?		YES ☒ NO ☐	
Are you a resident of Cabarrus County?		YES ☒ NO ☐ If so, dates? 2018	
Are you a resident of Harrisburg?		YES ☒ NO ☐ If so, dates? 2018	
Have you ever been convicted of a felony?		YES ☐ NO ☒ If yes, explain?	

REFERENCES	
<i>Please list three references.</i>	
Name Rianna Nance	Relationship Co-worker
Company Carolina Medical Lab	Phone 757771-0405
Address	
Name Giannas Koutsoupas	Relationship Friend
Company The Vintage	Phone 980 320-5455
Address 115 E. Worthington Charlotte, NC 28203	

REFERENCES (continued)

Name	Relationship
Company	Phone ()
Address 115 E. Worthington Charlotte, NC 28203	

EMPLOYMENT

Company 1 True Summit Capital	Phone 9807216630
Address 225 E. Worthington Ave	City / State Charlotte
Job Title Principal	
Responsibilities Business Development	
Dates 2004	From To Present
Company 2	Phone ()
Address	City / State
Job Title	
Responsibilities	
Dates	From To

EDUCATION

School UNCC	From To
Degree Masters	Major Real Estate Development
Additional Information	

ADDITIONAL INFORMATION

Provide a brief statement outlining why you wish to serve on the Parks and Recreation Advisory Board.

I am a resident of Harrisburg and value the opportunity to shape our community for the better.

ADDITIONAL INFORMATION (continued)

Based on what you know about the Town of Harrisburg Parks and Recreation Advisory Board, what skills and abilities can you provide that will make the Town of Harrisburg Parks and Recreation Advisory Board able serve the community better?

Land development experience, business management experience, avid outdoorsman (mountaineering and trail experience).

Please list any current civic and/or community participation you may be involved with, in the space below. Include any public boards or commissions you may have served on.

Member of the University City Partners Development committee with Darlene Heater and Tobe Holms.

DISCLAIMER AND SIGNATURE

I certify that my answers are true and complete to the best of my knowledge.

Signature

Mohammed Idlibi

Date 7.21.21

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TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of Events at Town Facilities

Presenting Personnel:

Lee Connor, Assistant Town Manager

Suggested Motion or Action:

Potential Motions:

If Council decides to keep events as currently scheduled, then no motion necessary.

If Council chooses to cancel all events for the next 30 or 60 days, the motion would be (this assumes youth and adult athletics are kept as is currently scheduled):

Motion to cancel all Town-sponsored events, except for youth and adult athletics, for the next 30 days (or 60 days depending on which is chosen).

Other motion options are available based on the decisions of Council.

Description/Background:

As the latest COVID surge occurs, the Town has several Town-sponsored events, as well as third-parties holding events in partnership with the Town or on their own.

Staff is looking for Council direction on how to proceed with these events. Within the next 60 days, there are the following events (outside of normal youth athletics) scheduled at our parks:

Harrisburg Multicultural Festival - 9/18

Movies in the Park - 9/24

Bags in the Burg - 10/2

Harrisburg ArtWalk - 10/9

Rockin' the Burg Concert - 10/9

Trick or Treat in the Park - 10/29

Discussions with CHA include a recommendation of a "pause" for these types of events until the numbers are better controlled.

Recommendation:

Recommendation from CHA is to pause on the outdoor events for a period of time. Staff would recommend if that is direction, we would only cancel those events in the next 30 days and reconsider at next month's Council meeting.

Fiscal Impact:

The closer to the event times, the more money and resources will be spent to plan and prepare. Thus, the sooner these events are canceled, if that is the direction of Council, then the less money and staff resources the Town will lose.

Attachments:

None



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration of FY2022 Budget Ordinance Amendment for the Harrisburg Youth Council

Presenting Personnel:

James Spina, Parks and Recreation Director

Suggested Motion or Action:

Motion to approve the attached FY2022 Budget Ordinance Amendment in the amount of \$2,500 for the Harrisburg Youth Council.

Description/Background:

The Harrisburg Youth Council's mission statement is to promote civic engagement while empowering the youth of the Town of Harrisburg. The Youth Council has grown over its first few years in its size, involvement in the community, and in its need for support and resources. The Council and its Town-staff advisor respectfully request of Town Council to provide an annual budget to the Youth Council to help it achieve its goals.

The Youth Council currently has budgeted funds of \$600 for supplies, materials, and food/beverage for its monthly meetings, however the following items are projected as an additional need for the upcoming year to help promote awareness and exposure in the community, as well as providing additional resources toward accomplishing the objectives of the group. The additional projected need is approximately \$2,500.

Some of these expenditures include:

- T-shirts for volunteer events and at Town Parks and Recreation events
- Leadership Pins - pins are obtained when a level of points are achieved each semester and to maintain membership on the Youth Council. These pins are worn at local events and when attending the State Conference
- End of Year awards or recognition
- State Conference attendance and associated travel costs

Recommendation:

Staff recommends approval of the FY2022 Budget Ordinance Amendment, as attached.

Fiscal Impact:

The fiscal impact to the Town is \$2,500. It is recommended to utilize contingency funds within the General Fund. The current FY2022 contingency balance is \$272,640, which, if approved, would be reduced to \$270,140 for the remainder of the fiscal year.

The budget for the Youth Council will be contained in the Parks and Recreation Department.

Attachments:

1. Amendment - GF - Youth Council 09132021



AN ORDINANCE AMENDING THE 2021-2022 BUDGET ORDINANCE OF THE TOWN OF HARRISBURG, NORTH CAROLINA

Be it ordained by the Town Council of the Town of Harrisburg, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2022:

Section 1. Amend the General Fund to account for the Harrisburg Youth Council.

Section 2. To amend the General Fund, the appropriations are to be changed as follows:

Increase line item 100-5000-53900 Special Projects	\$ 2,500
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Decrease line item 100-8750-59500 Contingency	\$ 2,500
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Section 3. Copies of this budget amendment shall be furnished to the Clerk of the Town Council, and to the Budget Officer and the Finance Officer for their direction.

Section 4. That this ordinance shall be effective upon its passage. Adopted this 13th day of September, 2021.

Steve Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk



TOWN OF HARRISBURG

Agenda Item Details

Title:

Consideration to allow Beer Sales at the Annual "Bags in the Burg" event

Presenting Personnel:

James Spina, Parks and Recreation Director

Suggested Motion or Action:

If approved:

Motion to allow beer sales at the Annual Bags in the Burg event to be held in Harrisburg Park on Saturday October 2nd from 11:00am-3:00pm.

Description/Background:

Bags in the Burg is an event that features a Cornhole Tournament raising funds for a local charity. This year's selected charity is "Dream on Three" who work with terminally ill children providing them with the opportunity to realize their sports experience dreams. Funds are raised through tournament registration and concession sales. The event also features local businesses and vendors setting up on site and selling their wares (this is what the Town primarily does with this event). Inflatables will also be there for the children, and are planned to be outside of the Field 5 area. Past Bags in the Burg events were held in Town Center, however, organizers have requested use of Harrisburg Park for this year's event and are excited about the opportunity to use it.

Earlier this year Town Council approved the sale of beer at all Rockin the Burg events held in Harrisburg Park. The organizers of this year's Bags in the Burg event are requesting the same accommodation for their event. Like Rockin the Burg events, Bags in the Burg beer sales would be handled by local beer vendors (Cabarrus and Percent Taphouse) within a secure area of the event and would be monitored by security. Construction fencing would be put in place and the entrance/exit would be monitored. There will be two Cabarrus County Sheriff Deputies hired for the event.

The event would occur on Field 5 from 11:00am-3:00pm at the eastern end of the Park. Measures will be taken to isolate all youth athletic activities from the event by hosting all contests at the western end of the Park on Fields 1,2 & 3. Separation of the two events will include areas of no athletic activity on the amphitheater lawn as well as Field 4 (Football Field - no games that day). In addition, the Park's elevation enables the two events to happen simultaneously and not be within eyeshot of each other.

Please note that unlike the Town Concert Series that utilizes a "beer garden" within the event, the request by the organizers of the Bags in the Burg event is to have beer available to be taken throughout the event on Field 5 (within the construction fencing of the entire field).

Recommendation:

Staff recommends approval of beer sales at Harrisburg Park for the annual "Bags in the Burg" event.

Fiscal Impact:

The Town receives revenue from the rental of vendor space (small businesses, service organizations, arts/crafts, etc. The Town supplies the inflatables and cover the cost of law enforcement.

The Bags in the Burg event receives revenue from the tournament registration fees, food truck fees and beer sales.

Attachments:

None