

## Access Compliance Report Public Rights-of-Way (Curb Ramps)



Intersection ID: 24904 Main Street: PROVIDENCE\_RD Cross Street: PINEVILLE-MATTHEWS\_RD Location: SE

ADA ID: 0301C3943D0A Ramp Type: IslandPerp Initial Pass/Fail: Fail Overall Compliance: No Severity Score: 21.25

Codes/Mitigation Info/Possible Solution

## Field Measurements/Component Compliance



Street 1 Name PROVIDENCE RD
Stop Condition-Street 2 Signal
Street 2 Name N/A
Stop Condition-Street 1 N/A

| Possible Solutions:           | 9 |
|-------------------------------|---|
| Remove & Replace Entire Ramp. | ı |
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| Surveyor Notes:               | ı |
| N/A                           | ı |
|                               |   |
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| PROW/ADA:                     |   |
| Not Found, R304.5.1, R304.2.2 |   |
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| Total Cost: | \$<br>3400.00 |
|-------------|---------------|

| Field Measurements/Component Compliance |                       |       |      |                             |      |  |  |
|---|-----------------------|-------|------|-----------------------------|------|--|--|
| Comp                                    | liance Description    | Data  | Comp | liance Description          | Data |  |  |
| N/A                                     | Ramp Length (in)      | 34.0  | No   | Ramp Slope (%)              | 9.0  |  |  |
| No                                      | Ramp Width (in)       | 45.0  | Yes  | Ramp XSlope (%)             | 1.6  |  |  |
| N/A                                     | Flare Type LT         | N/A   | N/A  | Flare Type RT               | N/A  |  |  |
| N/A                                     | Flare Slope LT (%)    | N/A   | N/A  | Flare Slope RT (%)          | N/A  |  |  |
| N/A                                     | Flare Traversable LT? | N/A   | N/A  | Flare Traversable RT?       | N/A  |  |  |
| N/A                                     | Landing Length (in)   | N/A   | N/A  | DWS Provided?               | N/A  |  |  |
| N/A                                     | Landing Width (in)    | N/A   | N/A  | DWS Contrast?               | N/A  |  |  |
| N/A                                     | Landing Slope (%)     | N/A   | N/A  | DWS Length (in)             | N/A  |  |  |
| N/A                                     | Landing X Slope (%)   | N/A   | N/A  | DWS Full Width?             | N/A  |  |  |
| N/A                                     | Landing Curb? (Y/N)   | N/A   | N/A  | DWS Offset (in)             | N/A  |  |  |
| N/A                                     | Shared Landing?       | N/A   |      |                             |      |  |  |
| N/A                                     | Gutter Ponding?       | N/A   | N/A  | Gutter Slope (%)            | N/A  |  |  |
| N/A                                     | Gutter Lip Ht (in)    | N/A   | N/A  | Gutter X Slope (%)          | N/A  |  |  |
| N/A                                     | Painted X Walk1?      | Yes   | N/A  | Painted X Walk2?            | N/A  |  |  |
|   | X Walk 1 Direction    | To W  |      | X Walk 2 Direction          | N/A  |  |  |
| N/A                                     | X Walk 1 Width (in)   | 109.0 | N/A  | X Walk 2 Width (in)         | N/A  |  |  |
|   | X Walk 1 Slope (%)    | 1.0   |      | X Walk 2 Slope (%)          | N/A  |  |  |
|   | X Walk 1 X Slope (%)  | 1.9   |      | X Walk 2 X Slope (%)        | N/A  |  |  |
| N/A                                     | Ramp inside XWalk1?   | Yes   | N/A  | Ramp inside XWalk2?         | N/A  |  |  |
|   | Road Slope (%)        | N/A   | N/A  | Clear Space?                | N/A  |  |  |
|   | Road X Slope (%)      | N/A   | N/A  | Clear Space to XWalk (in)   | N/A  |  |  |
| N/A                                     | Any Obstructions?     | N/A   | N/A  | Storm Grate/Utility Hazard? | N/A  |  |  |
|   | Obstruction Type      |       |      | Storm Grate/Utility Type    |      |  |  |
|   |                       | N/A   |      |                             | N/A  |  |  |
|   |                       |       | Yes  | Surface Condition? (G/P)    | Good |  |  |
| -                                       |                       |       |      |                             |      |  |  |





