

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



7.1

Complia@urb Slope (%)

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Intersection ID: 11318	Main Street: GRANDIN_RD			Cross Street: W_4TH_ST_EXT					Location:	NW
ADA ID: 585D08D77A51	Ramp Ty	Ramp Type: Para			ass/Fa	ail: Pass Overall	o Severity Score:	0		
Codes/Mitigation Info/Possible Solution				Field Measurements/Component Compliance						
The Part of the Pa		Possible Solutions:	Solutions:			Compliance Description		Data Compliance Description		Data
	1. 30 P 44	Remove & Replace Landing	α.		N/A	Ramp Length LT (in)	96.0	N/A	Ramp Length RT (in)	62.0
	1 /		9.		Yes	Ramp Width LT (in)	84.0	Yes	Ramp Width RT (in)	85.0
A A A A A A A A A A A A A A A A A A A	20.8/				Yes	Ramp Slope LT (%)	6.1	Yes	Ramp Slope RT (%)	4.6
	2 10				Yes	Ramp XSlope LT (%)	1.5	Yes	Ramp XSlope RT (%)	0.6
	So per				Yes	Landing Length (in)	85.0	Yes	DWS Provided?	Yes
	8				Yes	Landing Width (in)	60.0	Yes	DWS Contrast?	Yes
	St w	Surveyor Notes:			Yes	Landing Slope (%)	0.6	Yes	DWS Length (in)	24.0
	3/ ~~~~	RT RP < 5%			No	Landing X Slope (%)	2.2	Yes	DWS Full Width?	Yes
					N/A	Landing Curb? (Y/N)	No	Yes	DWS Offset (in)	1.5
	E DIN				N/A	Shared Landing?	No			
E B	E.				Yes	Gutter Ponding?	No	Yes	Gutter Slope (%)	0.1
		PROW/ADA:			Yes	Gutter Lip Ht (in)	0.0	Yes	Gutter X Slope (%)	1.9
	all a fe	R304.5.3			N/A	Painted X Walk1?	No	N/A	Painted X Walk2?	N/A
6						X Walk 1 Direction	To SW		X Walk 2 Direction	N/A
					N/A	X Walk 1 Width (in)	N/A	N/A	X Walk 2 Width (in)	N/A
						X Walk 1 Slope (%)	2.0		X Walk 2 Slope (%)	N/A
Street 1 Name	W 4TH ST EXT					X Walk 1 X Slope (%)	1.4		X Walk 2 X Slope (%)	N/A
Stop Condition-Street 1	None				N/A	Ramp inside XWalk1?	N/A	N/A	Ramp inside XWalk2?	N/A
Street 2 Name	N/A					Road Slope (%)	N/A	N/A	Clear Space?	Yes
Stop Condition-Street 2	N/A					Road X Slope (%)	N/A	N/A	Clear Space to XWalk (in)	N/A
					Yes	Any Obstructions?	No	Yes	Storm Grate/Utility Hazard?	No
						Obstruction Type			Storm Grate/Utility Type	
		Total Cost:	\$	500.00			N/A			N/A
								Yes	Surface Condition? (G/P)	Good
								I		

