

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



Data

Intersection ID: 53228Main Street: FLEETWOOD\_DRCross Street: MAJOR\_SAMUALS\_WYLocation:NWADA ID: 6EEBA7966C8ERamp Type: PerpInitial Pass/Fail: FailOverall Compliance: NoSeverity Score:25

Codes/Mitigation Info/Possible Solution

## Field Measurements/Component Compliance

Data Compliance Description



Street 1 Name FLEETWOOD DR
Stop Condition-Street 2 None
Street 2 Name N/A
Stop Condition-Street 1 N/A

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|-------------------------------|-------------------------|
| Possible Solutions:           | Compliance Description  |
| Remove & Replace Entire Ramp. | N/A Ramp Length (in)    |
|                               | Yes Ramp Width (in)     |
|                               | N/A Flare Type LT       |
|                               | N/A Flare Slope LT (%)  |
|                               | N/A Flare Traversable L |
|                               | N/A Landing Length (in) |
| Surveyor Notes:               | N/A Landing Width (in)  |
| N/A                           | N/A Landing Slope (%)   |
|                               | N/A Landing X Slope (%  |
|                               | N/A Landing Curb? (Y/N  |
|                               | N/A Shared Landing?     |
| PROW/ADA:                     | N/A Gutter Ponding?     |
| Not Found, R304.5.3           | N/A Gutter Lip Ht (in)  |
| ,                             | N/A Painted X Walk1?    |
|                               | X Walk 1 Direction      |
|                               | N/A X Walk 1 Width (in) |
|                               | X Walk 1 Slope (%)      |
|                               | X Walk 1 X Slope (%     |
|                               | N/A Ramp inside XWalk   |
|                               | Road Slope (%)          |
|                               |                         |

| Total Cost: | \$ | 1850.00 |
|-------------|----|---------|
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|             |    |         |

| N/A | Ramp Length (in)      | 64.5 | Yes | Ramp Slope (%)              | 6.6  |
|-----|-----------------------|------|-----|-----------------------------|------|
| Yes | Ramp Width (in)       | 48.0 | No  | Ramp XSlope (%)             | 7.3  |
| 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?      | No   | N/A | Painted X Walk2?            | N/A  |
|     | X Walk 1 Direction    | То Е |     | 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 (%)    | 0.6  |     | X Walk 2 Slope (%)          | N/A  |
|     | X Walk 1 X Slope (%)  | 5.7  |     | X Walk 2 X Slope (%)        | N/A  |
| N/A | Ramp inside XWalk1?   | N/A  | 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      |      | l   | Storm Grate/Utility Type    |      |
|     |                       | N/A  |     |                             | N/A  |
|     |                       |      | Yes | Surface Condition? (G/P)    | Good |
|     |                       |      |     |                             |      |





