
ADA
Transition
Plan

**City of
East Grand Forks**

Inventory Manual

June, 2018

ADA Transition Plan

City of East Grand Forks

Inventory Manual

Client

City of East Grand Forks

Consultant Team

SRF Consulting Group, Inc.

Inventory Approach

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City of East
Grand Forks



ENGINEERS
PLANNERS
DESIGNERS

Inventory Approach

- » This guide serves as a tool for the inventory approach, clarifying the inventory process through general guidance, definitions, enhanced questions, imagery and diagrams.
 - » Take pictures of everything.
 - » It is important to be consistent across the City in your interpretation of the questions.
-

Chapter 1 **Public Right-of-Way Inventory**

Definitions

Inventory Questions

- » Sidewalk
- » Curb Ramp
- » APS
- » On-Street Transit Facility

Definitions

| Term | |
|---|--|
| Accessible Pedestrian Signal (APS) | A device that communicates information about pedestrian signal timing in a non-visual format such as audible tones, speech messages and/or vibrating surfaces. |
| Cross slope | The slope that is perpendicular to the direction of travel. |
| Edge protection | A raised curb, wall, railing, or other structure that defines the edge of a travel surface and helps keep people and assistive devices from inadvertently falling off the edge. |
| Openings | Gaps in the surface of a route. Gaps include spaces between the planks on a boardwalk or in a drainage grate. Openings that are big enough for wheels, cane or crutch tips, or shoe heels to drop through are hazards that shouldn't be designed in pedestrian routes. |
| Pedestrian Access Route (PAR) | <p>A continuous unobstructed path, at least 48" wide, connecting all accessible elements and spaces of a building or facility.</p> <p>Accessible routes may also include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts.</p> |
| Ramp | A walking surface that has a running slope of > 5%. |
| Running slope | The slope that is parallel to the direction of travel. |

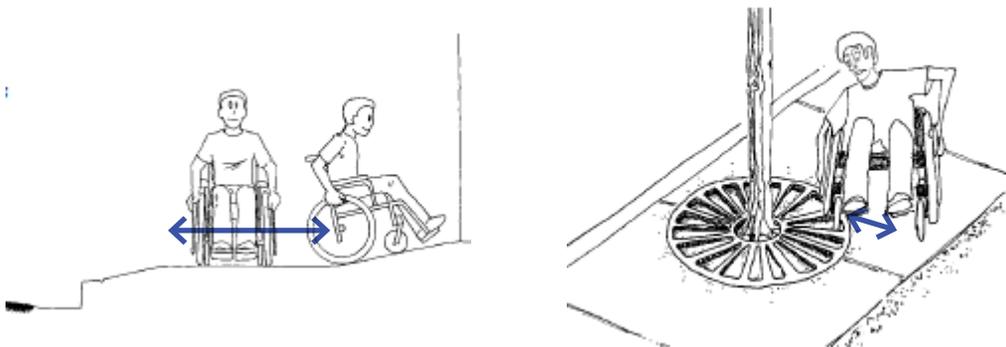
Sidewalk

General Guidance

- » Establish a data point as the sidewalk/trail travels away from an intersection corner.
- » Place at least one data point mid block, or at any apparent deviation of standards.
- » Any critical deviation of sidewalk condition that presents tripping or falling hazards should be reported to the project manager by email at the end of the day.

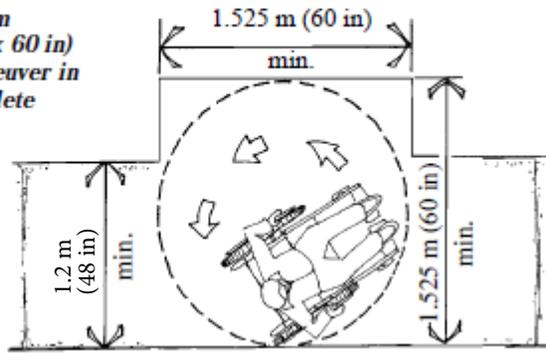
| # | Expanded Question | Notes |
|---|---|-----------|
| 1 | Choose feature location. Choose From Options | |
| 2 | Is the route stable, firm and slip-resistant? Yes/No | |
| 3 | Is the route \geq 48 inches wide? (Take measurement at narrowest dimension.) Yes/No | S3 |
| 4 | If route is <200 inches long and <60 inches wide, is there a 60 inch X 60 inch passing spaces? Yes/No | S4 |
| 5 | If there are grates or openings on the route, are the openings \leq 0.5 inches? Look for excessively wide sidewalk joints and areas around utilities. Openings should be perpendicular to the dominate direction of travel. Yes/No | S5 |
| 6 | Is the long dimension of the grate opening perpendicular to the dominant direction of travel? Yes/No | |
| 7 | Is the running slope no steeper than 1:20 (5%) or the slope of the parallel roadway? Measurement taken in the direction of travel. Yes/No | |
| 8 | Is the cross slope of the sidewalk no greater than 1:48 (2%)? Measurement taken perpendicular to the direction of travel. Review changes in slope in vicinity of driveways. Yes/No | S8 |
| 9 | What is the overall condition of the sidewalk? Poor/Fair/Good | |

S3

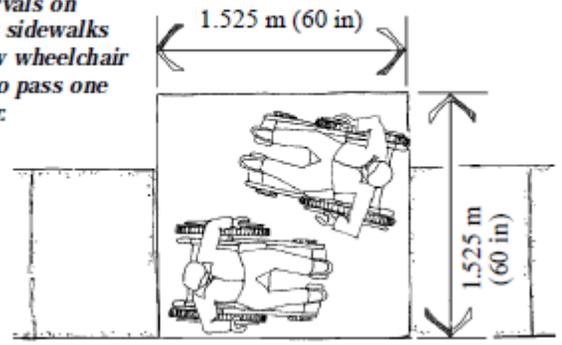


S4

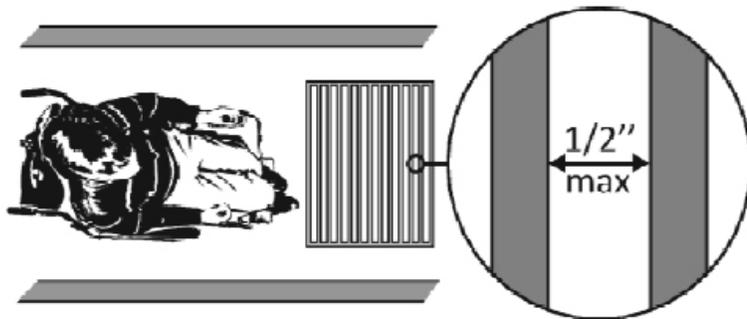
Wheelchair users require 1.525 m x 1.525 m (60 in x 60 in) to maneuver in a complete circle.



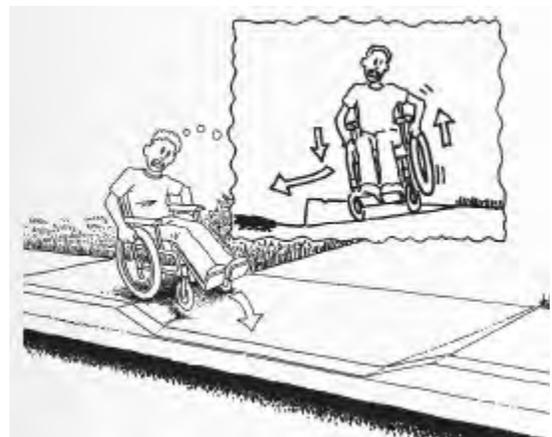
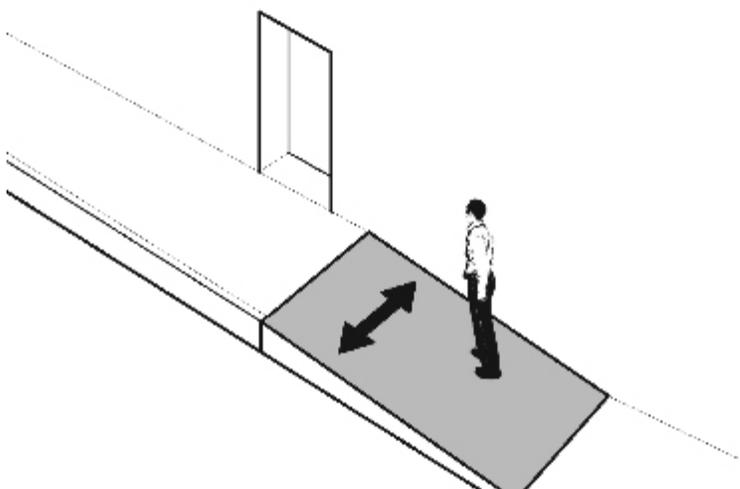
Passing spaces should be included at intervals on narrow sidewalks to allow wheelchair users to pass one another.



S5



S8



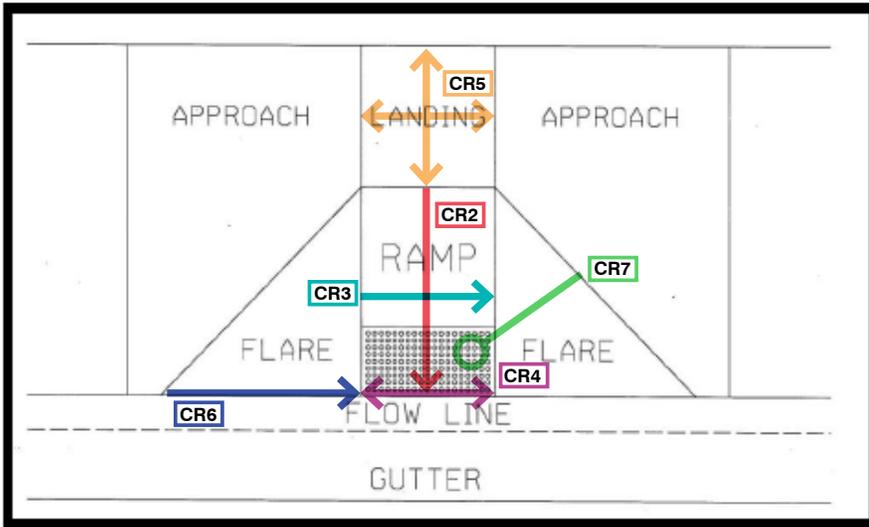
Curb Ramp

General Guidance

- » Place a data point on the location of the curb ramp. If multiple curb ramps are located in a relatively small area, be sure that points do not overlap and that it is obvious which data point corresponds to each ramp.
- » If more than one path ties into the same curb ramp, evaluate the landing on both paths.

| # | Expanded Question | Notes |
|----|--|------------|
| 1 | If the sidewalk/trail crosses a curb, is there a curb ramp? Yes/No | |
| 2 | Is the running slope of the curb ramp no steeper than 8.3% (1:12)? Yes/No | CR2 |
| 3 | Is the cross slope of the ramp, excluding flares, no steeper than 2%? Yes/No | CR3 |
| 4 | Is the curb ramp, excluding flares, at least 48 inches wide? Yes/No | CR4 |
| 5 | If the slope of the ramp exceeds 5.0% or there is a change of direction in the PAR, is there a landing at least 48 inches square with a cross slope <2% in any direction? Yes/No | CR5 |
| 6 | If there are curb ramp flares, are the slopes of the flares no steeper than 1:10? (i.e. for every inch of height change there are at least 10 inches of flare run) Note: paved flares adjacent to a non-walkable surface must be no steeper than 1:6 (17%). Yes/No | CR6 |
| 7 | Does the curb ramp have detectable warnings that extend the full width of the curb ramp? Yes/No | CR7 |
| 8 | Are approximately 75% of the truncated domes in good condition? Look for individual domes sheared off by snowplows, etc. Yes/No | |
| 9 | Do the truncated domes contrast visually with adjacent walking surfaces? Yes/No | |
| 10 | What is the overall condition of the curb ramp? Look for cracks, drainage issues such as sand in gutter, etc. Poor/Fair/Good | |

CR2 - 7



CR6

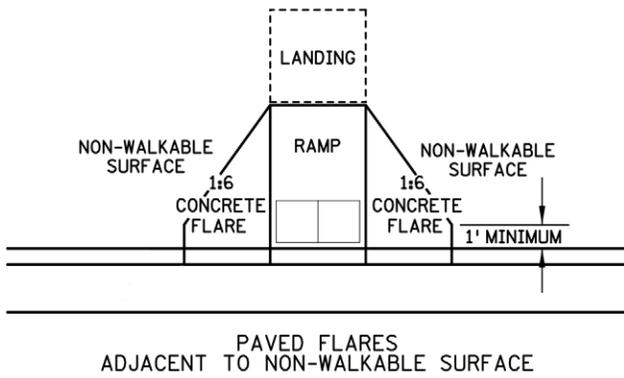


Photo Credit: MnDOT Standard Plan 5-297.250

General Guidance

» Place a data point on the location of the push button station or signal pole. If multiple push buttons are located in a relatively small area, be sure the points do not overlap and that it is obvious which data point corresponds to each push button.

| # | Expanded Question | Notes |
|---|--|-----------|
| 1 | Is the push button station located within 5 feet of the projected outside edge of the sidewalk? Yes/No | A1 |
| 2 | Is the push button face oriented parallel with the crosswalk? Yes/No | |
| 3 | Is there a minimum 48" X 48" landing (slope not greater than 2% in any direction) adjacent to each push button? Yes/No | A3 |
| 4 | Is the push button station located between 1.5 and 10 feet from the back of the curb - measured in the direction of travel? Yes/No | A4 |
| 5 | Is there at least 10 feet of separation between push buttons? Yes/No | A5 |
| 6 | Is the push button mounted at a height of approximately 42", but not greater than 48" above the sidewalk? Yes/No | A6 |
| 7 | Is a 48" PAR, with a 2% maximum cross slope, maintained to and around the push button? Yes/No | |
| 8 | Is there an audible walk indication equivalent to the visual walk signal? Yes/No | |
| 9 | Is there a vibrotactile (vibratory and tactile) arrow on the face of the push button that points in the correct direction of travel? Yes/No | |

A1, A3-A6

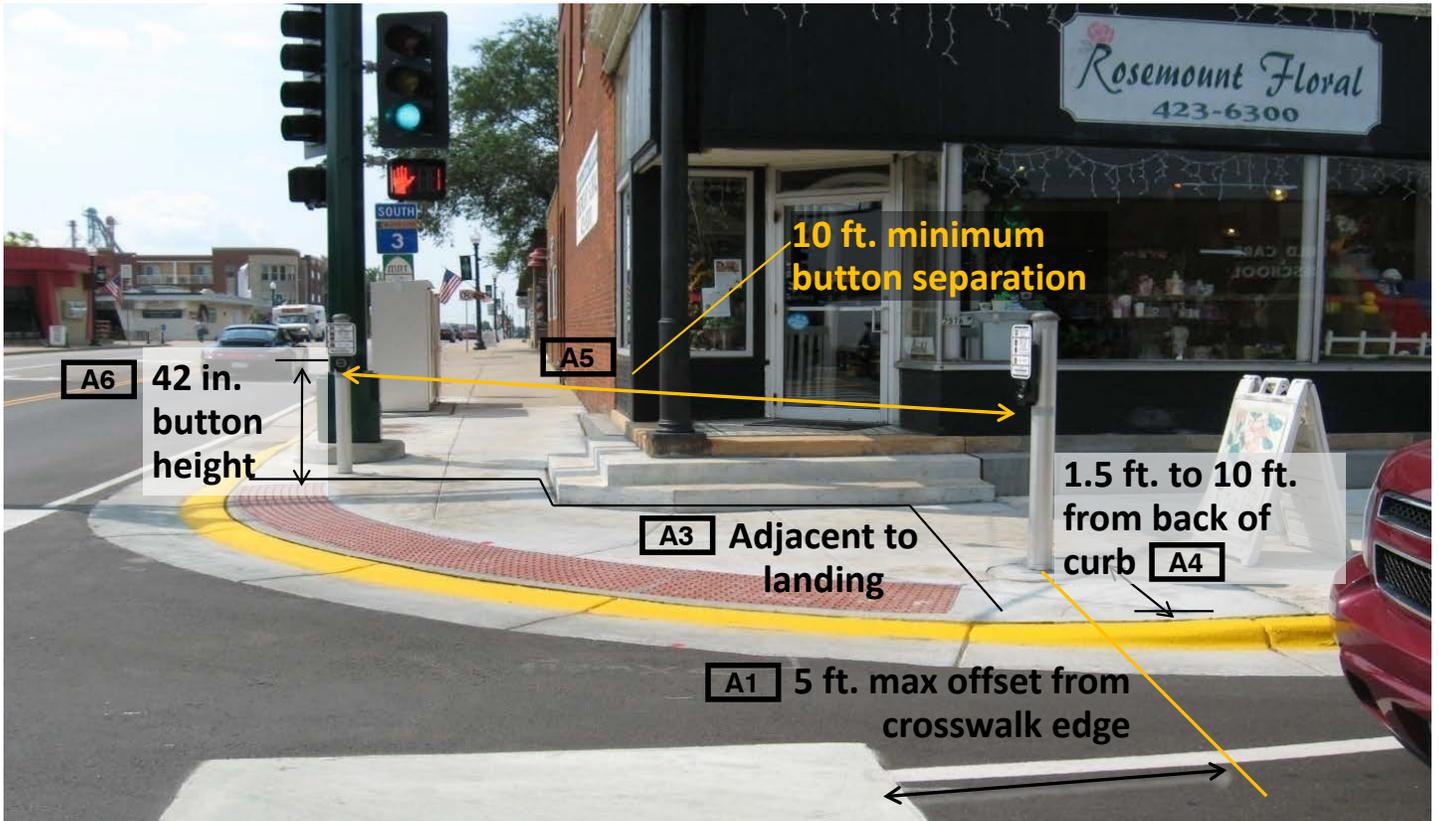


Photo Credit: MnDOT ADA Training

On-Street Transit Facility

| # | Expanded Question | Figures |
|----|---|---------|
| 1 | Is there an accessible route between bus stop and streets, sidewalks, or pedestrian paths? Yes/No | |
| 2 | Is there a bus boarding and alighting area? Yes/No | |
| 2a | Is the surface stable, firm, and slip resistant? Yes/No | |
| 2b | Is the area at least 96 inches wide and perpendicular to the roadway, from the curb or road edge? Yes/No | |
| 2c | Is the area at least 60 inches wide, parallel to the roadway? Yes/No | |
| 2d | Parallel to the roadway, is the slope the same as the roadway, to the maximum extent possible? Yes/No | |
| 2e | Perpendicular to the roadway, is the slope not greater than 2%? Yes/No | |
| 3 | Is there a bus route sign? Yes/No | |
| 3a | Does the sign have a non-glare finish? Yes/No | |
| 3b | Is there a contrast between characters and background? Yes/No | |
| 3c | Is the width of uppercase "O" between 55% and 110% of the height of uppercase "I"? Yes/No | |
| 3d | Is the width of uppercase "I" at least 10% but not greater than 30% of the height? Yes/No | |
| 3e | Are characters in conventional form: no italic, oblique, script or highly decorative fonts? Yes/No | |
| 3f | Are the closest characters spaced between 10% and 35% of the character height? Yes/No | |

| | | |
|----|---|--|
| 4 | Is a bus shelter provided? Yes/No/NA | |
| 4a | Is the bus shelter connected by an accessible route to the bus boarding and alighting area? Yes/No | |
| 4b | Is a clear floor space of at least 30 inches by 48 inches provided entirely within the shelter? Yes/No | |
| 4c | Is one side of the clear floor space adjacent to the PAR? Yes/No | |
| 4d | Is the clear floor space stable, firm, and slip resistant with no changes in level >0.25 inches? Yes/No | |
| 4e | If the clear floor space is confined on any of the three sides, is the width at least 36 inches for the front approach or length at least 60 inches for the parallel approach? Yes/No/NA | |
| 5 | What is the overall condition of the on-street transit facility? Poor/Fair/Good | |

On-Street Transit Facility

