

RESOLUTION 5-1

WHEREAS, Chapter 8 of the Illinois Department of Transportation, Bureau of Local Roads and Streets Administrative Policy requires all Local Road entities in the State of Illinois to adhere to requirements regarding pedestrian access as outlined in the Americans with Disabilities Act; and,

WHEREAS, the County of Sangamon wishes to conform to the access requirements outlined in the Americans with Disabilities Act; and,

WHEREAS, the Sangamon County Highway Department developed a plan to meet these requirements within existing funding availabilities.

NOW THEREFORE BE IT RESOLVED, by the County Board of Sangamon County at its **Regular Reconvened Adjourned June Session**, assembled this 14th day of July, A.D., 2015, that the Americans with Disabilities Act Transition Plan for Public Rights of Way and Sidewalk for Sangamon County is hereby approved.

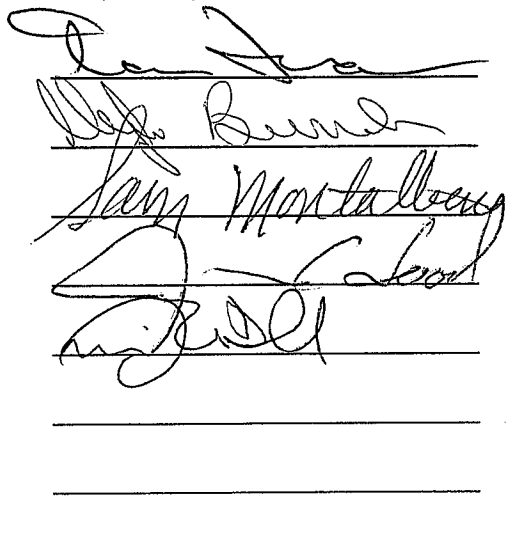
I, Don Gray, County Clerk in and for said County in the State of Illinois, and keeper of the records and files thereof as provided by Statute, do hereby certify the foregoing to be a true, perfect and complete copy of a RESOLUTION adopted by the County Board of Sangamon County at its REGULAR RECONVENED ADJOURNED JUNE SESSION, assembled this 14th day of July, A.D., 2015.

I certify that the correct TIN/FEIN for Sangamon County is 37-6002039
Legal Status: Governmental

In testimony whereof, I have hereunto set my hand and affixed the seal of said County at my office in Springfield in said County, this _____ day of July, A.D., 2015.

COUNTY CLERK

Respectfully submitted



Road and Bridge Committee
Sangamon County Board

FILED

JUN 24 2015


Sangamon County Clerk

Sangamon County Highway Department



ADA Transition Plan

2015

Public Rights of Way and Sidewalks

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I. INTRODUCTION

Sangamon County values citizen mobility and accessibility. This transition plan defines the County's approach to establishing, maintaining and administering mobility and accessibility practices within the jurisdictional responsibility of the Sangamon County Highway Department (SCHD) rights of way. This 2015 Americans with Disabilities Act (ADA) Transition Plan is being prepared in conformance with Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. §§ 12131-12164) and will fulfill the requirements set forth in Chapter 8 of the Illinois Department of Transportation (IDOT), Bureau of Local Roads and Streets Administrative Policy. This plan is in accordance with the guidelines of IDOT and the ADA. When the Sangamon County Highway Department Transition Plan is in conflict with IDOT guidelines, IDOT guidelines shall take precedence.

The purpose of this transition plan is to:

- Conduct a self-assessment and inventory of needs;
- Solicit public input to increase awareness and effectiveness of the plan;
- Develop an implementation schedule for the plan, and;
- Attain compliance with ADA guidelines.

II. BACKGROUND AND STANDARDS

The Sangamon County Highway Department's accessibility criteria comply with the Americans with Disabilities Act of 1990 (ADA) enforced by the U.S. Department of Justice and the U.S. Department of Transportation, as well as the Illinois Environmental Barriers Act of 1985 which is enforced by the Illinois Attorney General. This transition plan is developed based on the information presented in the ADA Accessibility Guidelines for Buildings and Facilities (ADA Guidelines), the Illinois Accessibility Code (Illinois Capital Development Board), Uniform Federal Accessibility Standards (UFAS), Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (United States Access Board), and the Illinois Department of Transportation.

In most cases, the Sangamon County Highway Department will be following the IDOT design standards as those are developed, monitored and routinely revised based on the ADA guidelines. As the federal guidance and other standards are updated, the SCHD adopts these latest regulations as the minimum standards for use within the public rights of way.

References (links are shown in Appendix A)

- U.S. Department of Justice – 2010 ADA Standards for Accessible Design
- Illinois Department of Transportation – Bureau of Design and Environment Manual, Chapter 58 – Special Design Elements
- Illinois Department of Transportation – Bureau of Local Roads and Streets Manual, Chapter 41 – Section 6 – Requirements for Accessible Public Rights of Way
- Illinois Department of Transportation – Highway Standards (Appendix B)
- Proposed Public Rights of Way Accessibility Guidelines (PROWAG)
- State of Illinois Capital Development Board – Illinois Accessibility Code, April 24, 1997
- United States Access Board – Policies & Highway Standards
- Federal Highway Administration – Policies & Highway Standards

III. SELF-EVALUATION

The Sangamon County Highway Department staff will begin an inventory survey in the summer of 2015. The SCHD will create a database to inventory ramp data and existing sidewalk within our jurisdictional right of way. The database will then be utilized to prioritize and track ramp and sidewalk reconstruction activities undertaken by the department.

IV. COMPLIANCE PROGRAM

Priority system

Priorities can be set by addressing both the needs and physical conditions of the ramps. From a needs perspective the following should be considered:

- A. Presence of a disabled population or specific complaints and/or requests from a disabled person or advocacy group (10 points).

- B. High volume of pedestrians, such as in the Central Business District or University District, schools (8 points), public buildings, hospitals, senior housing, libraries, public transportation facilities, or parks (6 points).
- C. Low volume pedestrian use areas such as residential subdivisions (2 points).
- D. Alternative ADA compliant sidewalk route within 1 block radius (-3 points). (Deduction meant to lower priority based on close proximity to a compliant route).

From a ramp condition perspective the following should be considered:

- A. There is no ramp at a pedestrian crossing in an area with sidewalks (8 points).
- B. Existing ramp which is unsafe due to deterioration (1 to 3 points), excessive slopes (1-3 points), or abrupt changes in the surface elevations (maximum of 7 points total).
- C. Where ramps are generally safe and in good condition but do not fully comply (no detectable warnings with domes, side tapers are out of compliance, etc.) (1 point).

Each ramp location will be rated according to these criteria. Specific projects designed to replace ramps to correct deficiencies will address those rated numerically highest until budgeted funds are exhausted.

Most, if not all, sidewalks and ramps within SCHED rights of way are present or permitted at the request of the municipality which the highway passes through. The maintenance and replacement is the responsibility of the municipality under agreement of the permit. The SCHED will work closely with the municipality to correct any deficiencies that are present after the self-evaluation period or are brought to our attention through the Request for Accommodation/Sidewalk Repair Request Form (Appendix C).

Requirement to Act

All new development and redevelopment must have accessible walks and ramps in full compliance with accessibility standards as required in the City of Springfield Land Subdivision Ordinance Section 153.157 (P) and Section 153.162 or the Sangamon County Title 16 – Land Subdivision Regulations Section 16.14.030 (P) and Section 16.14.080.

V. IMPLEMENTATION SCHEDULE

Action Item	Date to be Completed
1. Create an inventory of all SCHED sidewalks	Summer 2015
2. Create an inventory of all SCHED ramps	Summer 2015
3. Assess all SCHED sidewalks and ramps (Appendix D)	Fall 2015
4. Rank and prioritize all non-compliant ramps and sidewalks	Winter 2015
5. Implement sidewalk and ramp reconstruction efforts based on inventory prioritization system	Summer 2016

VI. PROGRAM RESPONSIBILITY

The official responsible for implementation of the SCHED ADA Transition Plan in public rights of way is:

Timothy C. Zahn
 Sangamon County Engineer
 3003 Terminal Avenue
 Springfield, IL 62707
 Telephone: (217) 535-3070
 Fax: (217) 753-5999
 Email: TimZ@co.sangamon.il.us

VII. PUBLIC INVOLVEMENT

The SCHED ADA Transition Plan will be placed on the Sangamon County website from July 15, 2015 to September 14, 2015 for public review and comment.

VIII. ACCOMODATION PROCEDURE

The accommodation process is an integral part of the ADA Transition Plan. Accommodations will be evaluated according to the policies, practices, and available funding sources. The SCHD will receive and evaluate accommodation requests. Accommodation Process: The SCHD acts as the central clearinghouse for curb ramp and sidewalk accommodation requests. Citizens with disabilities requiring curb ramps are encouraged to contact the office directly at (217) 535-3070. Accommodation requests received by other departments or agencies will be routed to the SCHD. This central accommodation request processing procedure ensures that the specific needs of each individual are accurately understood and recorded. The deficiency and specific location are then entered into a log and the matter referred for inspection and possible action. The SCHD then coordinates any work and keeps a record of all formal responses to the requester. A request for accommodation form is provided in Appendix D.

Accommodation requests may be received through a variety of communication methods:

Timothy C. Zahrn
Sangamon County Engineer
3003 Terminal Avenue
Springfield, IL 62707
Telephone: (217) 535-3070
Fax: (217) 753-5999
Email: TimZ@co.sangamon.il.us

IX. LIST OF APPENDICES

- Appendix A.....References to Codes and Standards
- Appendix B.....IDOT and SCHD Design Standards
- Appendix C.....Request for Accommodation/Sidewalk Repair Request Form
- Appendix D.....ADA Transition Plan Self-Evaluation Forms

Appendix A

U.S. Department of Justice – 2010 ADA Standards for Accessible Design

Illinois Department of Transportation – Bureau of Design and Environment
Manual, Chapter 58 – Special Design Elements

Illinois Department of Transportation – Bureau of Local Roads and Streets
Manual, Chapter 41 – Section 6 – Requirements for Accessible Public Rights of
Way

Illinois Department of Transportation – Highway Standards (Appendix B)

Proposed Public Rights of Way Accessibility Guidelines (PROWAG)

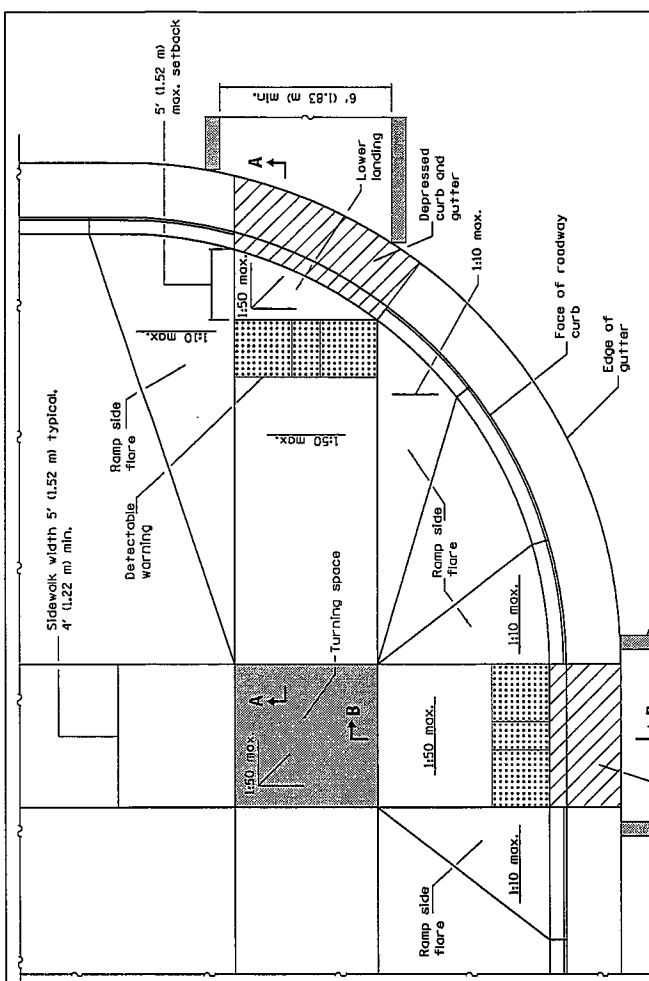
State of Illinois Capital Development Board – Illinois Accessibility Code, April 24,
1997

United States Access Board – Policies & Highway Standards

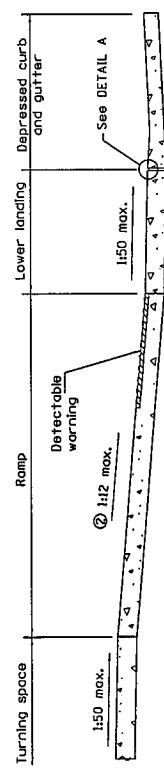
Federal Highway Administration – Policies & Highway Standards

Appendix B

**Illinois Department of Transportation and
Sangamon County Highway Department
Standards**

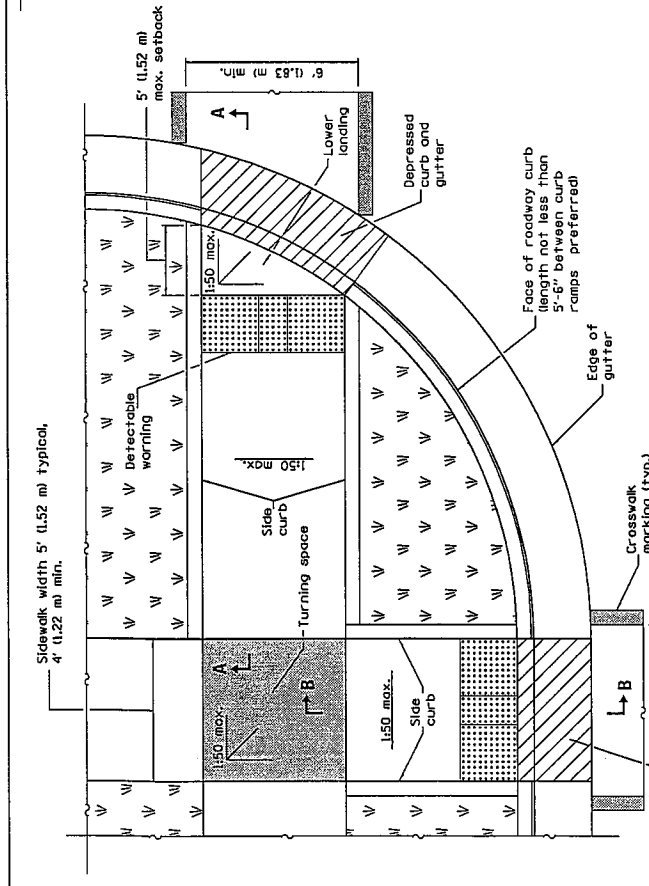


RAMPS IN LANSCAPED AREA
SETBACK ≤ 5'

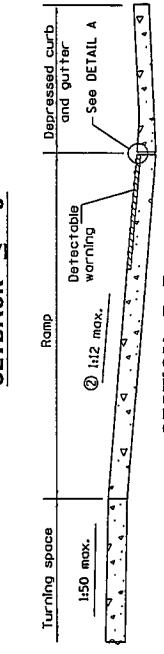


SECTION A-A

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

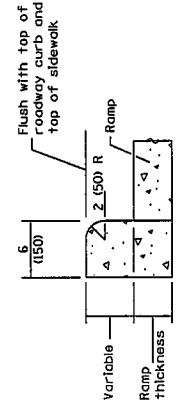


RAMPS IN PAVED AREA
SETBACK ≤ 5'



SECTION B-B

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

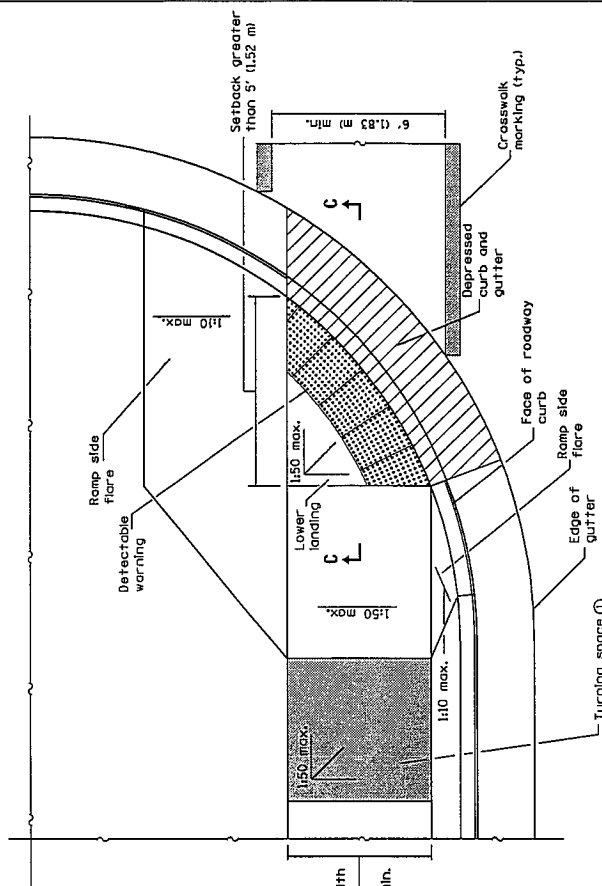
DATE	REVISIONS
1-1-15	① not appl. to Int. sidewalks, Rev. gen. notes, Chd Upper landing to Turning space.
1-1-13	② Widened crosswalk markings to 5' (1.52 m) min. Inside dimension. Rev. Gen. Notes.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
 (Sheet 1 of 2)
STANDARD 424001-08

Illinois Department of Transportation
 PASSED January 1, 2015
 ENGINEERS OF POLICY AND PROCEDURES
 APPROVED January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT

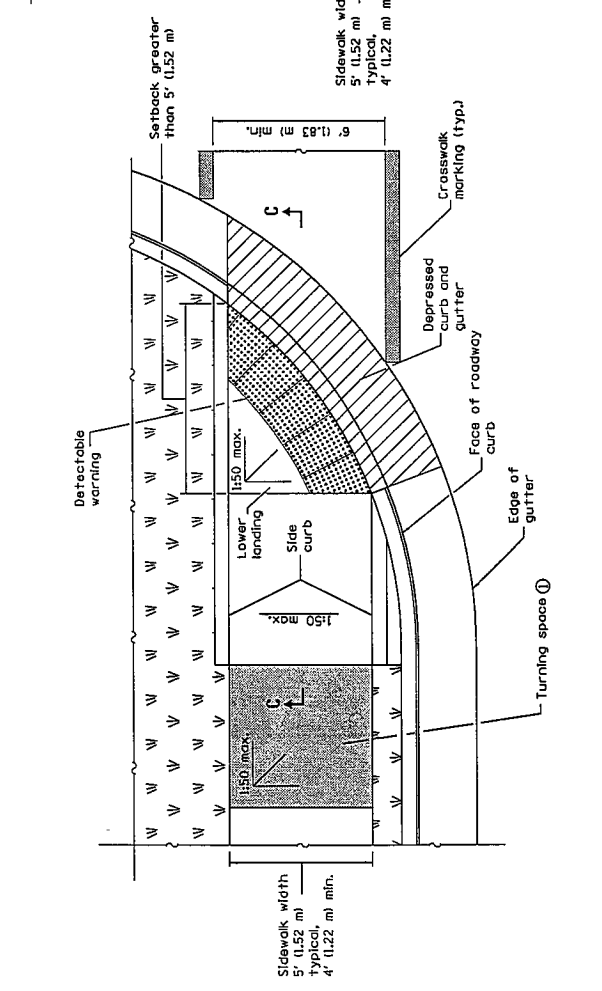
ISSUED 1-1-97

52



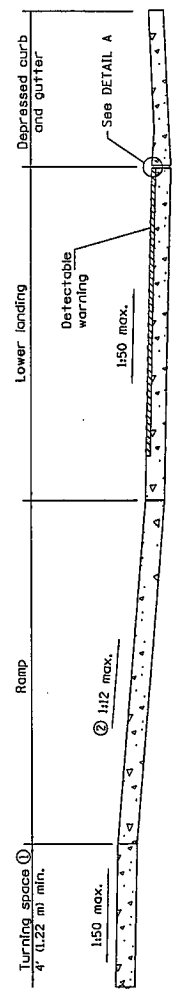
RAMP IN LANDSCAPED AREA

SETBACK > 5'



RAMP IN PAVED AREA

SETBACK > 5'



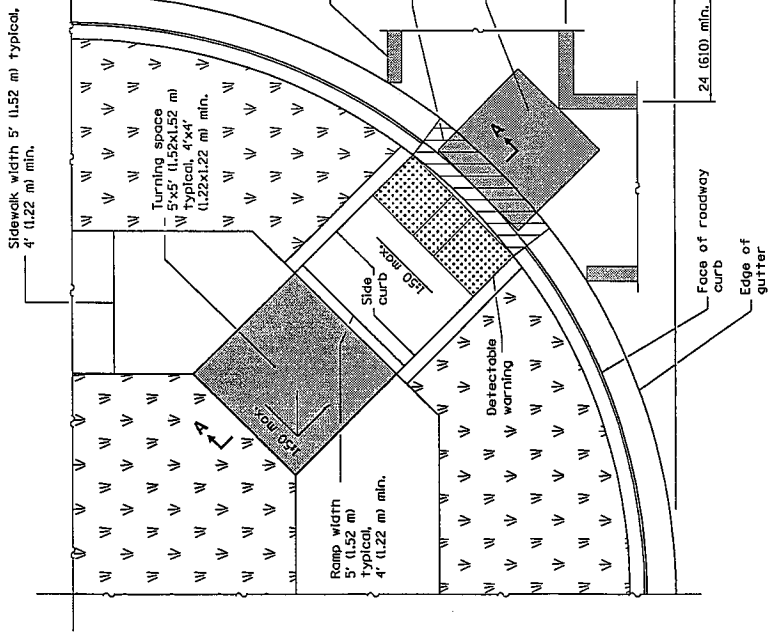
SECTION C-C

- ① Turning space not required for ramp slopes flatter than 1:20.
- ② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

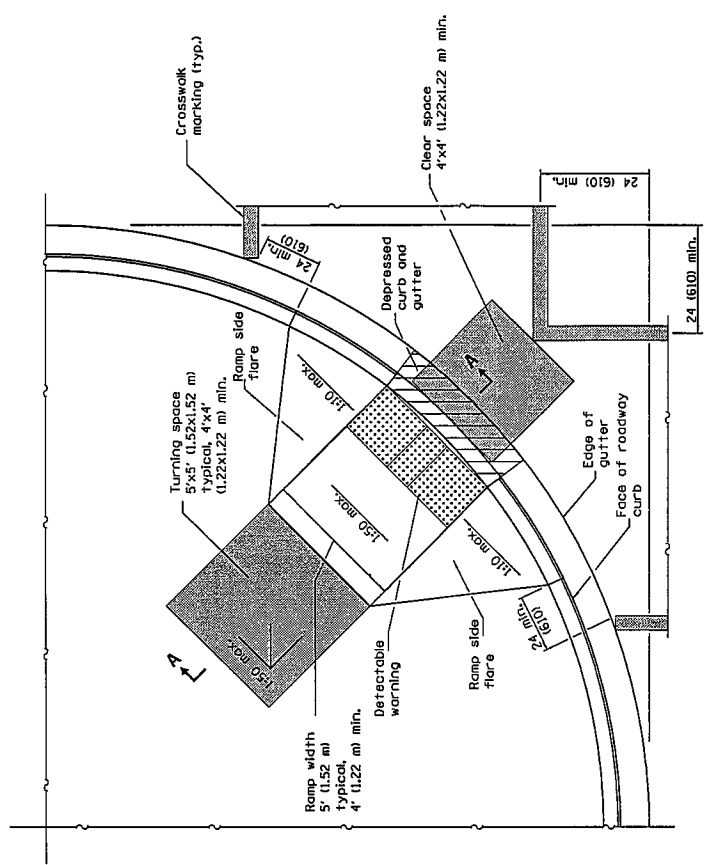
GENERAL NOTES
 All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V/H).
 Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).
 Where 1:50 maximum slope is shown, 1:64 is preferred.
 See Standard 606001 for details of depressed curb adjacent to curb ramp.
 All dimensions are in inches (millimeters) unless otherwise shown.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
 (Sheet 2 of 2)
 STANDARD 424001-08

Illinois Department of Transportation
 PASSED January 7, 2015
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED [Signature] January 7, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97



RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

GENERAL NOTES
 This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

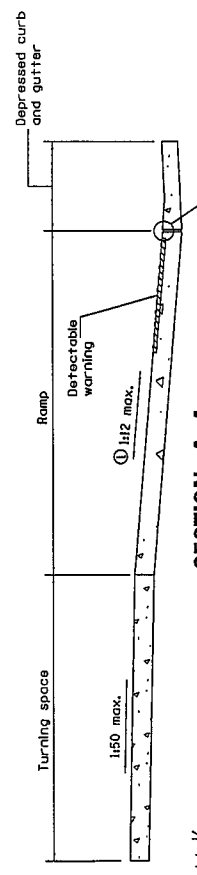
Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V/H).

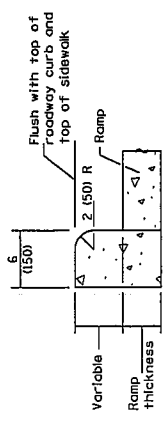
See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.



SECTION A-A

The turning slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



SIDE CURB DETAIL

DATE	REVISIONS
1-1-15	Changed 'upper landing' to 'turning space'. Added note 'reg. const. turning space'.
1-1-13	Revised General Notes.

DIAGONAL CURB RAMPS FOR SIDEWALKS

STANDARD 424006-02

Illinois Department of Transportation

PASSED January 1, 2015

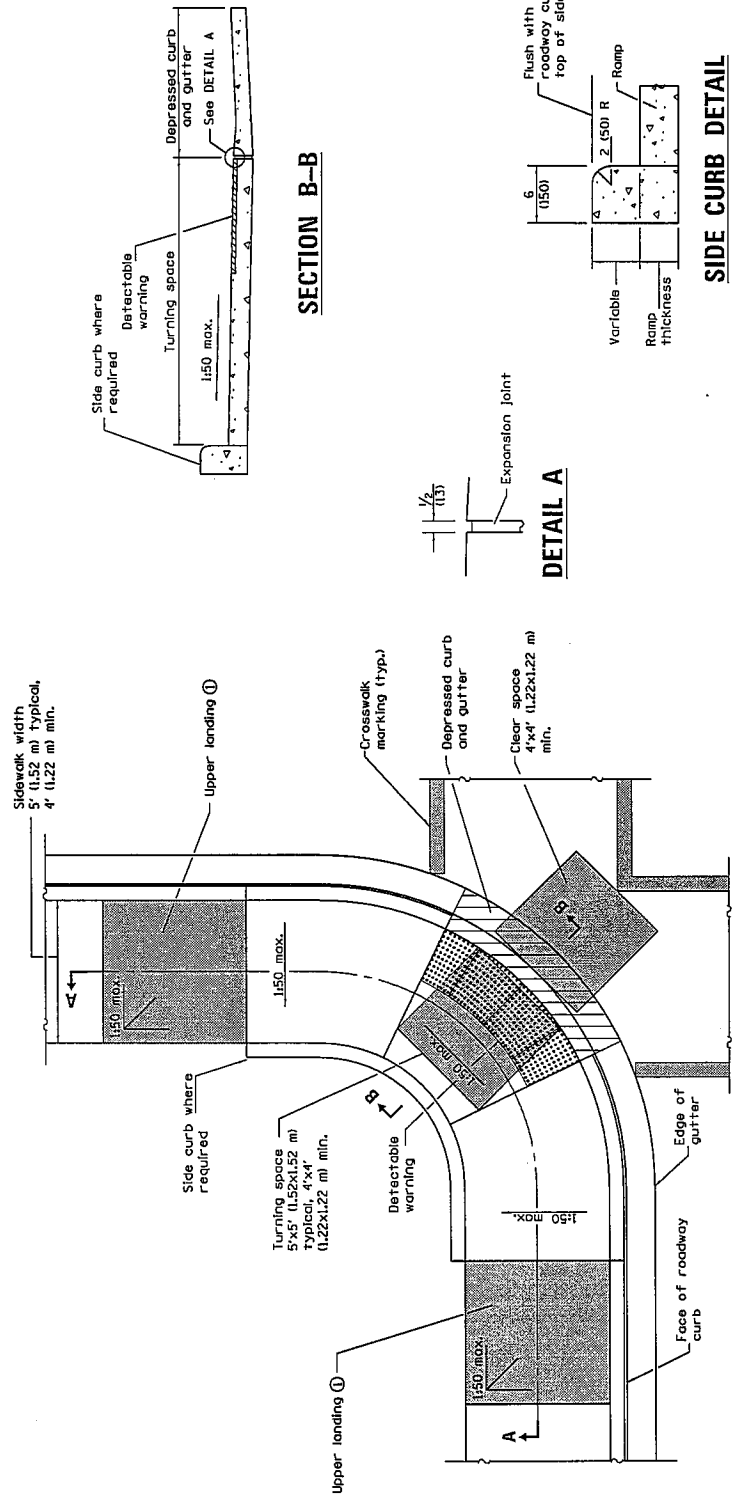
ISSUED 1-1-12

ENGINEER OF POLICY AND PROCEDURES

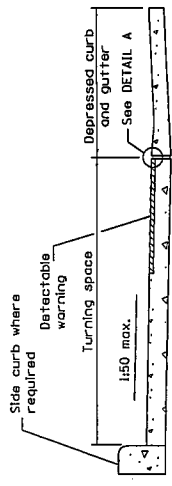
APPROVED JAMES J. 2015

ENGINEER OF DESIGN AND ENVIRONMENT

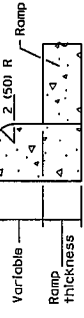
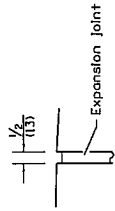
DETAIL A



SECTION B-B



DETAIL A



SIDE CURB DETAIL

CORNER PARALLEL CURB RAMP

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V/H).

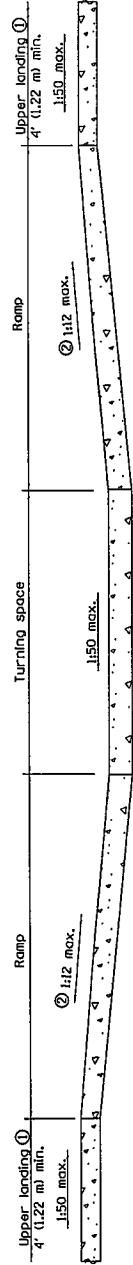
Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

SECTION A-A



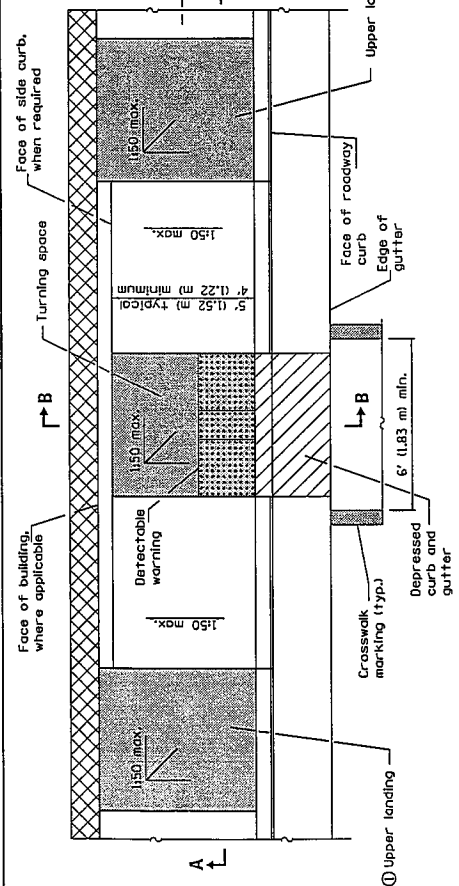
- ① Upper landing(s) not required for ramp slopes flatter than 1:20.
- ② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

DATE	REVISIONS
1-1-15	Changed 'Lower landing' to 'Turning space'. Added x-walk markings. Added note ②.
1-1-13	Revised General Notes.

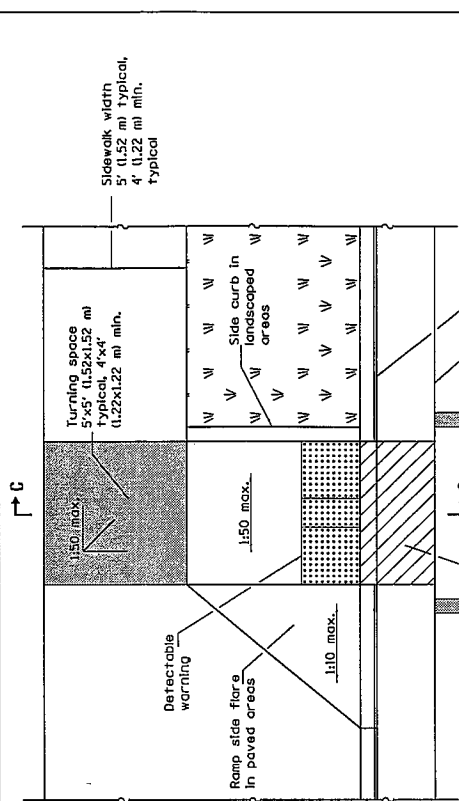
CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

STANDARD 424011-02

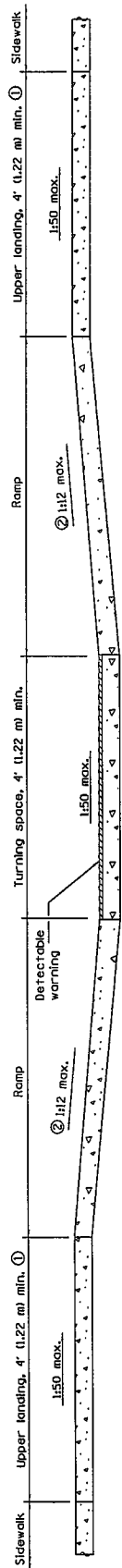
Illinois Department of Transportation
 PASSED January 11, 2015
 ENGINEER OF PUBLIC WORKS
 APPROVED January 11, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT



PARALLEL MID-BLOCK CURB RAMP

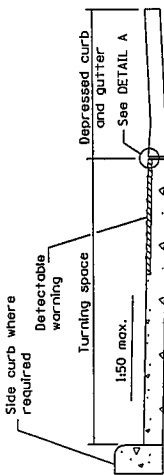


PERPENDICULAR MID-BLOCK CURB RAMP

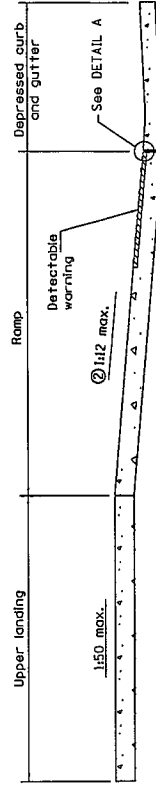


SECTION A-A

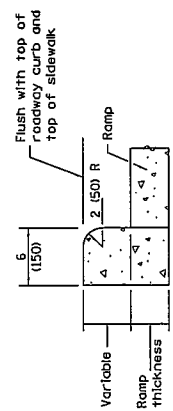
- ① Upper landings not required for ramp slopes flatter than 1:20.
- ② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



SECTION B-B



SECTION C-C



SIDE CURB DETAIL

DATE	REVISIONS
1-1-15	Changed 'Lower landing' to 'Turning space'. Added note ②. Rev. Gen. Notes.
1-1-13	Widened crosswalk markings to 6' (1.83 m) min. inside dimension. Rev. Gen. Notes.

MID-BLOCK CURB RAMPS FOR SIDEWALKS

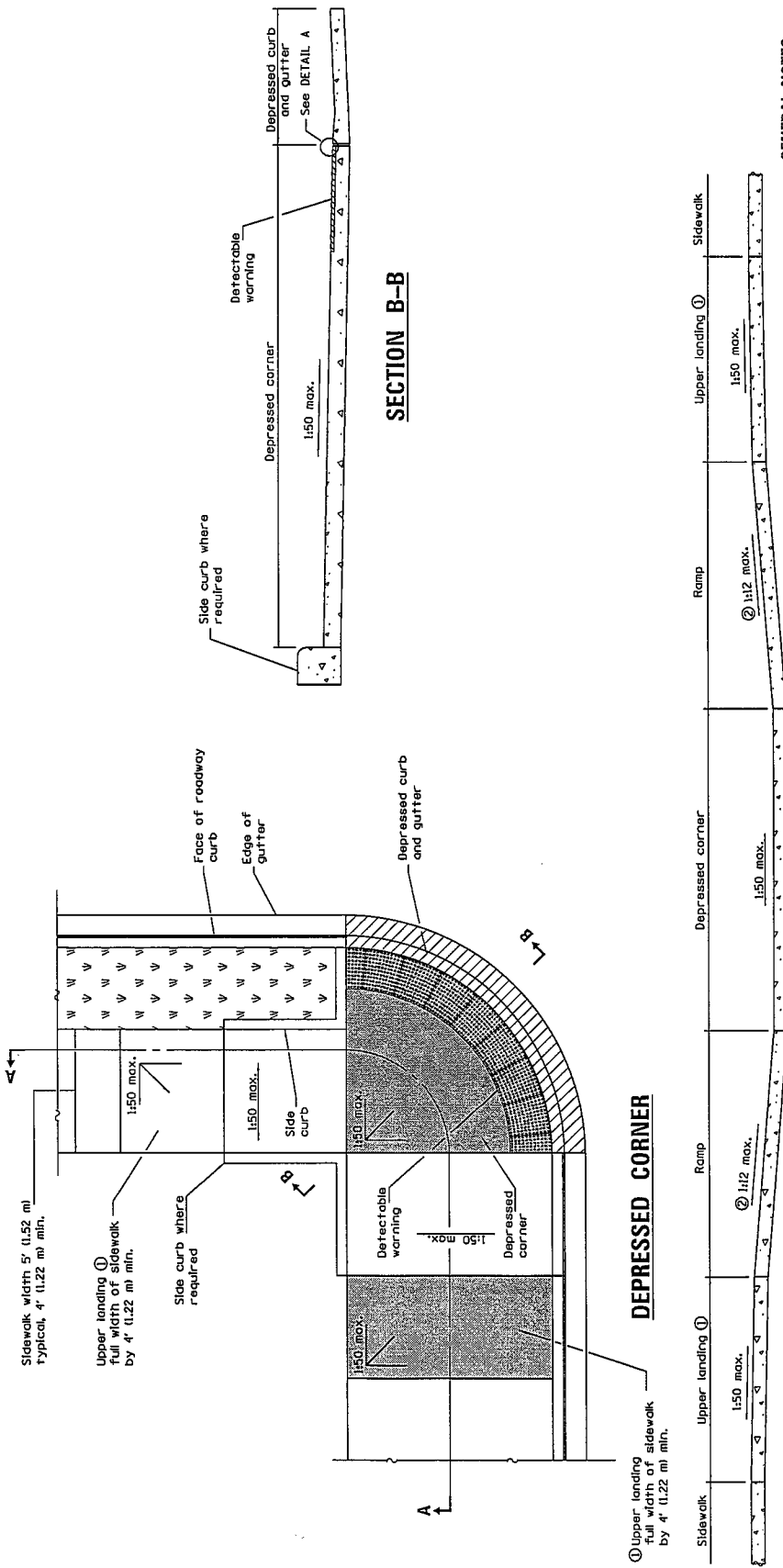
STANDARD 424016-02

GENERAL NOTES
 All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V/H).
 Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).
 Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.
 All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
 PASSED January 1, 2015
 ENGINEER OF PUBLIC WORKS
 APPROVED January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12



DEPRESSED CORNER

SECTION B-B

SECTION A-A

GENERAL NOTES
 This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

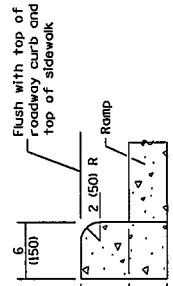
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

- ① Upper landings not required for ramp slopes flatter than 1:20.
- ② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



SIDE CURB DETAIL

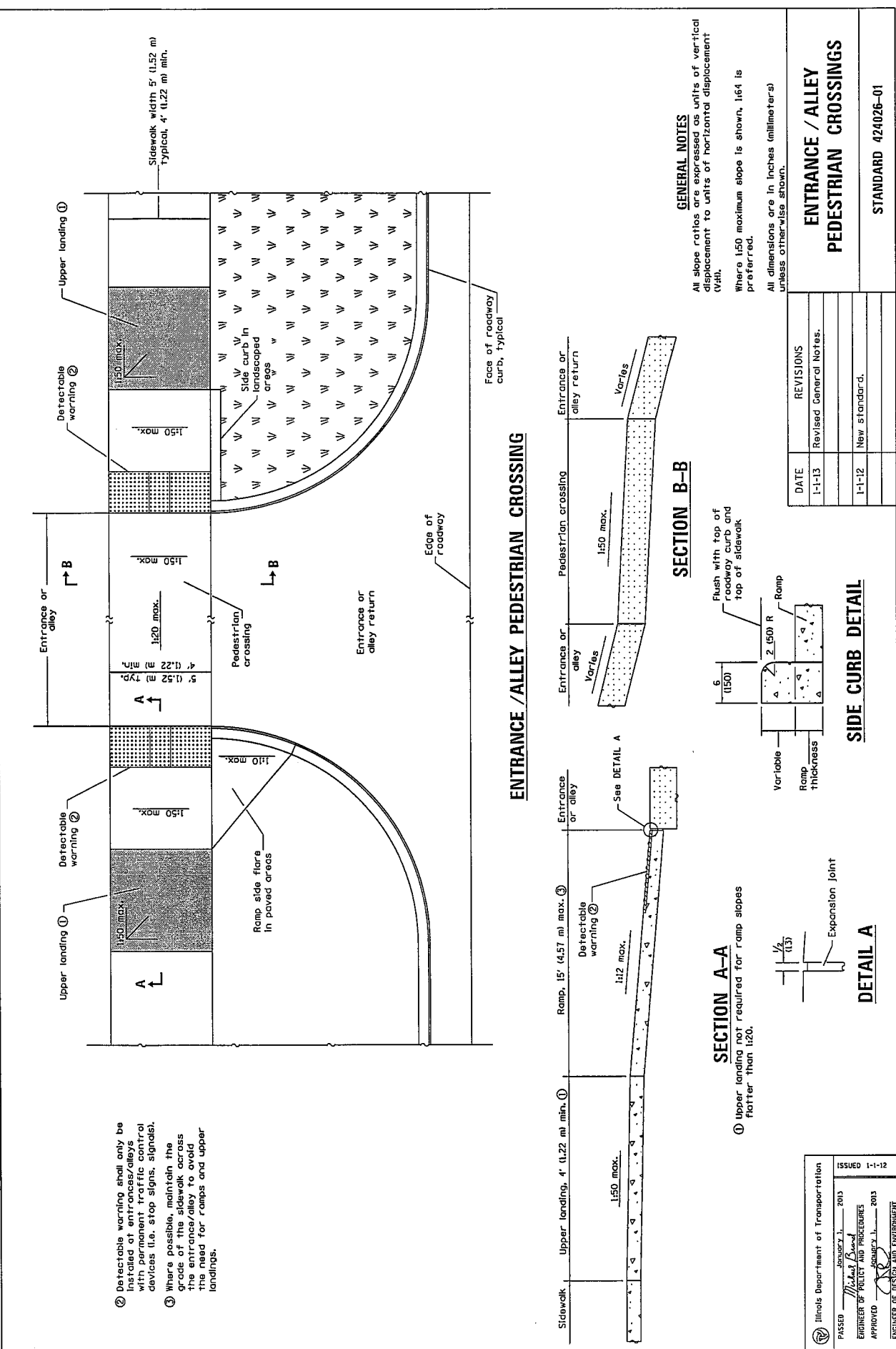
DETAIL A

Illinois Department of Transportation		ISSUED 1-1-12
PASSED	January 1, 2015	
ENGINEER OF PUBLIC WORKS	<i>[Signature]</i>	
APPROVED	January 1, 2015	
ENGINEER OF DESIGN AND ENVIRONMENT		

DATE	REVISIONS
1-1-15	Added note ②.
1-1-14	Revised sidewalk width.
	Revised gen. notes to limit curb rad. to 6' (1.83 m) min.

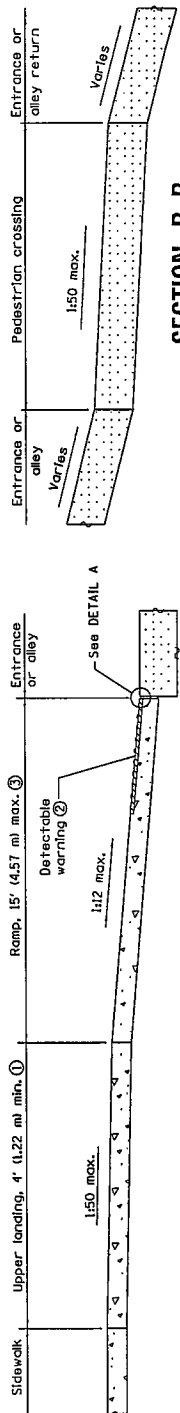
DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-03



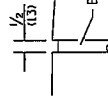
- ② Detectable warning shall only be installed at entrance/alley with persons with visual or hearing devices (i.e. stop signs, signals).
- ③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and upper landings.

ENTRANCE / ALLEY PEDESTRIAN CROSSING



SECTION A-A

① Upper landing not required for ramp slopes flatter than 1:20.



DETAIL A

SECTION B-B

Flush with top of roadway curb and top of sidewalk



SIDE CURB DETAIL

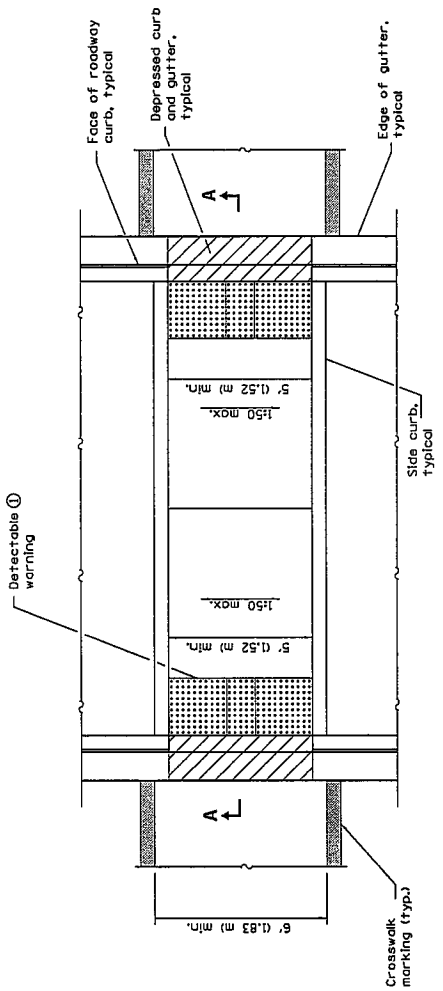
GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V/H).
Where 1:50 maximum slope is shown, 1:64 is preferred.
All dimensions are in inches (millimeters) unless otherwise shown.

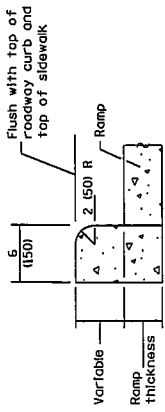
Illinois Department of Transportation	January 1, 2013	ISSUED 1-1-12
PASSED	<i>M. J. Beck</i>	
ENGINEER OF POLICY AND PROCEDURES		
APPROVED	<i>J. Beck</i>	
ENGINEER OF DESIGN AND ENVIRONMENT		

DATE	REVISIONS
1-1-13	Revised General Notes.
1-1-12	New standard.

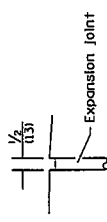
ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
STANDARD 424026-01



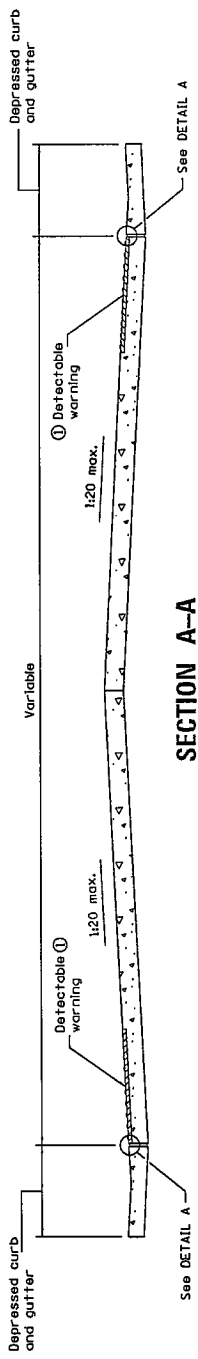
MEDIAN PEDESTRIAN CROSSING



SIDE CURB DETAIL



DETAIL A



SECTION A-A

① Omit detectable warnings when distance between back of curbs is less than 6' (1.83 m).

GENERAL NOTES
 All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
 Where 1:50 maximum slope is shown, 1:64 is preferred.
 See Standard 606001 for details of depressed curb adjacent to curb ramp.
 All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-12	Widened crosswalk to 6' (1.83 m) min. inside dimension.
	Revised General Notes.
1-1-12	New standard.

MEDIAN PEDESTRIAN CROSSINGS

STANDARD 424031-01

Illinois Department of Transportation
 PASSED January 1, 2013
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2013
 ENGINEER OF DESIGN AND ENVIRONMENT

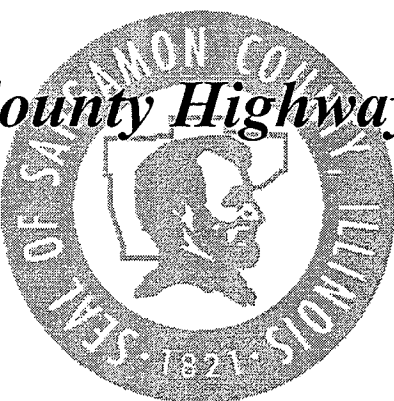
ISSUED 1-1-12

Appendix C

**Request for Accommodation/Sidewalk Repair
Request Form**

Sangamon County Highway Department

TIMOTHY C. ZAHRN, P.E., M.B.A.
County Engineer



3003 Terminal Avenue
Springfield, Illinois 62707

Request for Accommodation/Sidewalk Repair Request Form

Reporting Individual

Name: _____
(printed)

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ (Primary) _____ (Mobile)

Email Address: _____

Sidewalk Requiring Accommodation

Street: _____

Nearest Cross Street: _____

Street Address: _____

Date of Incident or Discovery: _____

Please describe on the reverse side of this form the reason for requiring the requested accommodation or sidewalk repair.

Signature: _____ Date: _____

Please mail completed form to address at the top of form or email to TimZ@co.sangamon.il.us

OFFICE USE ONLY

Date Received: _____ Received By: _____
Action Taken: _____

Appendix D

ADA Transition Plan Self-Evaluation Forms

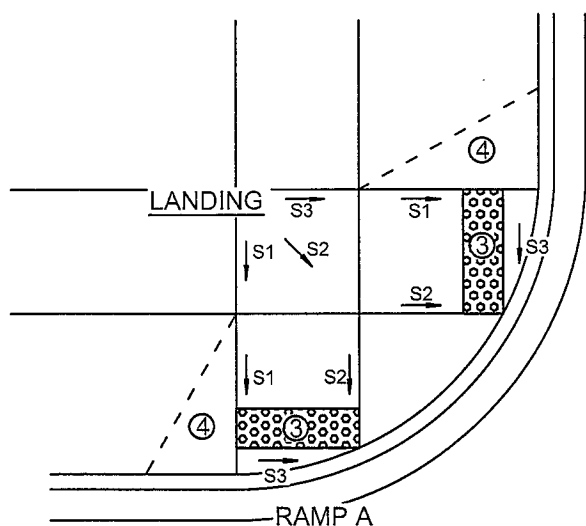
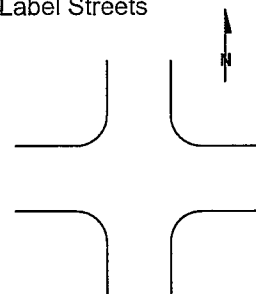
ADA CURB RAMP EVALUATION CHECKLIST

PERPENDICULAR RAMPS AT CORNER

Inspection Date: _____
 Inspected By: _____

Location: _____

Note location on Map, Label Streets



RAMP B

- 1.) Are there existing ramps? Yes / No
- 2.) Is either existing ramp deteriorated? Yes / No
 If Yes, which one? A / B / Both
 (Panels broken into three or more pieces)
- 3.) Are truncated domes present and in satisfactory condition? Yes / No If No, which one? A / B / Both

4.) If side tapers are present, are they less than or equal to a 10:1 slope?

Ramp A: Yes / No / Not Present If No, what is the slope? _____

Ramp B: Yes / No / No Present If No, what is the slope? _____

5.) Are manholes, handholes or valves located within the ramps or landing?

Ramp A: Yes / No Ramp B: Yes / No Landing: Yes / No

6.) Do heaved panels exist within the ramps or landing?

Ramp A: Yes 0.5"-1" / No Ramp B: Yes 0.5"-1" / No Landing: Yes 0.5"-1" / No
 1"-2" 1"-2" 1"-2"
 >2" >2" >2"

7.)	RAMP A	RAMP B	LANDING
SLOPE 1 (S1)			
SLOPE 2 (S2)			
SLOPE 3 (S3)			

8.) Use back of sheet for additional comments

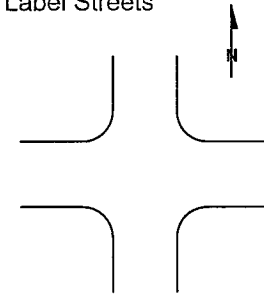
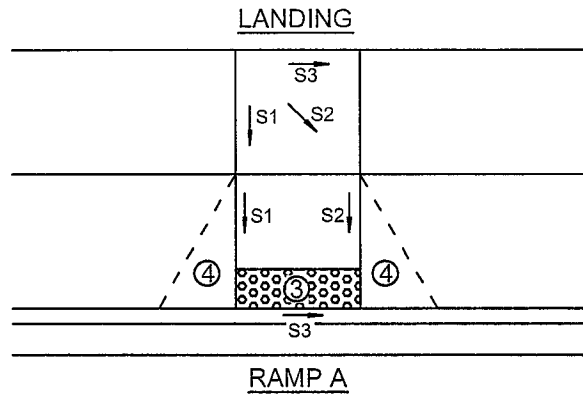
ADA CURB RAMP EVALUATION CHECKLIST

PERPENDICULAR RAMP AT MID-BLOCK

Inspection Date: _____
Inspected By: _____

Location: _____

Note location on Map, Label Streets



- 1.) Is there an existing ramp? Yes / No
- 2.) Is the existing ramp deteriorated? Yes / No
(Panels broken into three or more pieces)
- 3.) Are truncated domes present and in satisfactory condition? Yes / No
- 4.) If side tapers are present, are they less than or equal to a 10:1 slope? Yes / No / Not Present
If No, what are the slopes? _____

5.) Are manholes, handholes or valves located within the ramp or landing?
Ramp: Yes / No Landing: Yes / No

6.) Do heaved panels exist within the ramp or landing?
Ramp : Yes 0.5"-1" / No Landing: Yes 0.5"-1" / No
 1"-2" 1"-2"
 >2" >2"

7.)

	RAMP A	LANDING
SLOPE 1 (S1)		
SLOPE 2 (S2)		
SLOPE 3 (S3)		

8.) Use back of sheet for additional comments

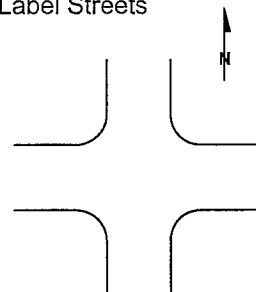
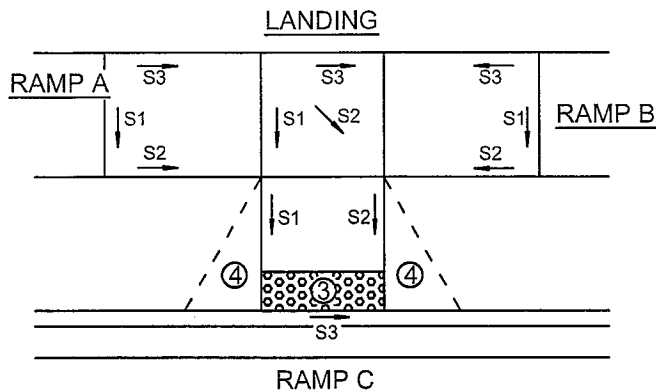
ADA CURB RAMP EVALUATION CHECKLIST

COMBINATION RAMP AT MID-BLOCK

Inspection Date: _____
 Inspected By: _____

Location: _____

Note location on Map, Label Streets



- 1.) Are there existing ramps? Yes / No
- 2.) are any existing ramps deteriorated? Yes / No
 If Yes, which one? A / B / C / All
 (Panels broken into three or more pieces)
- 3.) Are truncated domes present and in satisfactory condition? Yes / No

4.) If side tapers are present, are they less than or equal to a 10:1 slope? Yes / No / Not Present
 If No, what is the slope? _____

5.) Are manholes, handholes or valves located within the ramps or landing?
 Ramp A: Yes / No Ramp B: Yes / No Ramp C: Yes / No Landing: Yes / No

6.) Do heaved panels exist within the ramps or landing?
 A: Yes 0.5"-1" / No 1"-2" / >2"
 B: Yes 0.5"-1" / No 1"-2" / >2"
 C: Yes 0.5"-1" / No 1"-2" / >2"
 Landing: Yes 0.5"-1" / No 1"-2" / >2"

7.)

	RAMP A	RAMP B	RAMP C	LANDING
SLOPE 1 (S1)				
SLOPE 2 (S2)				
SLOPE 3 (S3)				

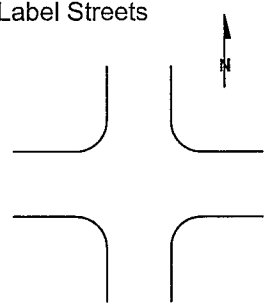
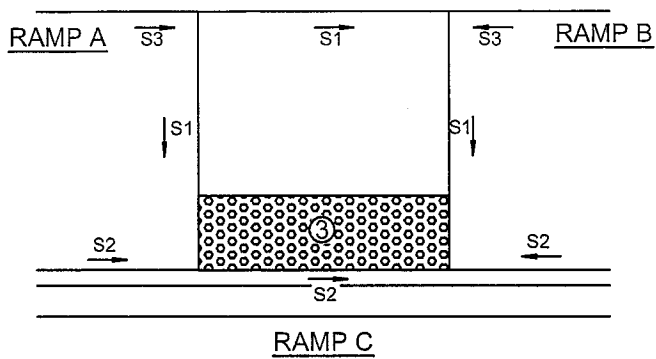
8.) Use back of sheet for additional comments

ADA CURB RAMP EVALUATION CHECKLIST

PARALLEL RAMP AT MID-BLOCK

Inspection Date: _____
 Inspected By: _____

Location: _____
 Note location on Map, Label Streets



- 1.) Are there existing ramps? Yes / No
- 2.) Are any existing ramps deteriorated? Yes / No
 If Yes, which one? A / B / C / All
 (Panels broken into three or more pieces)
- 3.) Are truncated domes present and in satisfactory condition? Yes / No

4.) Are manholes, handholes or valves located within the ramps?
 Ramp A: Yes / No Ramp B: Yes / No Ramp C: Yes / No

5.) Do heaved panels exist within the ramps?
 Ramp A: Yes 0.5"-1" / No 1"-2" >2"
 Ramp B: Yes 0.5"-1" / No 1"-2" >2"
 Ramp C: Yes 0.5"-1" / No 1"-2" >2"

6.)

	RAMP A	RAMP B	RAMP C
SLOPE 1 (S1)			
SLOPE 2 (S2)			
SLOPE 3 (S3)			

7.) Use back of sheet for additional comments

ADA CURB RAMP EVALUATION CHECKLIST

ATYPICAL RAMP

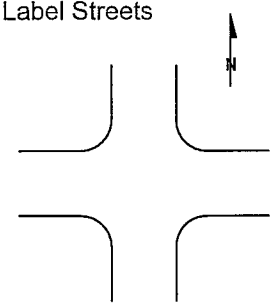
Inspection Date: _____

Location: _____

Inspected By: _____

Note location on Map, Label Streets

Sketch sidewalk ramp and slope locations



- 1.) Are there existing ramps? Yes / No
- 2.) Are any existing ramps deteriorated? Yes / No
Which ones?
(Panels broken into three or more pieces)
- 3.) Are truncated domes present and in satisfactory condition? Yes / No If No, where?

4.) If side tapers are present, are they less than or equal to a 10:1 slope?
Yes / No / Not Present If No, what is the slope? _____ & Where is it located?

5.) Are manholes, handholes or valves located within the ramps or landing? Yes / No
If Yes, Where?

6.) Do heaved panels exist within the ramps or landing? Yes / No If Yes, Where?

7.)

	RAMP A	RAMP B	RAMP C	LANDING
SLOPE 1 (S1)				
SLOPE 2 (S2)				
SLOPE 3 (S3)				

8.) Use back of sheet for additional comments