

CITY OF MADISON ADA TRANSITION PLAN



Adopted 2013



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I. INTRODUCTION

The American with Disabilities Act (ADA) of 1990 is a Federal Civil Rights Legislation, which mandates non-discrimination to persons with disabilities. The U.S. Congress signed the ADA in 1990, and it went into effect in 1992. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in access to jobs, public accommodations, and governmental services and programs, public transportation, and telecommunications. Section 504 of the Rehabilitation Act of 1973:

“No otherwise qualified [disabled] individual in the United States shall, solely by reason of [disability], be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

The City of Madison recognizes that it is important for its facilities, programs, and services to be available to all of its citizens and the general public. The City of Madison further understands that some of its existing facilities, programs and services may have met accessibility requirements previously, but may not now, or may not in the future, as standards are revised or new standards developed. Therefore, in order to fulfill its commitment to endeavor to provide equal access to all of its public programs, services, facilities for citizens with disabilities, and in compliance with the ADA, the City of Madison has developed an American with Disabilities Act Transition Plan (ADA Transition Plan). To develop this plan, the City of Madison completed a self-evaluation of its facilities, programs, services and public right-of-way to determine what types of access barriers exist for individuals with disabilities. This information was used to develop the City of Madison ADA Transition Plan. This plan will be used to guide future planning and implementation of accessibility improvements.

The City of Madison ADA Transition Plan is intended to help determine whether issues of accessibility could be addressed through changes in the way such programs and services are provided. The City will attempt to remove physical barriers or provide alternative solutions to accessibility when program changes cannot insure access to services, programs, and activities in existing facilities.

Realizing that structural changes generally require time and expense, the Department of Justice Regulations, Federal Register 28 CFR Part 35 state that "in the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop a Transition Plan setting forth the steps necessary to complete such changes". Additionally, "if a public entity has responsibility or authority over streets, roads, or walkways, its Transition Plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act". The schedule for compliance the City of Madison has adopted is "As soon as possible, administratively, physically and financially".

The City of Madison's Transition Plan includes provisions to require specifications on upcoming design projects and programs, to comply with ADA requirements. The City of Madison plans to progressively remove physical barriers to accessibility when facilities, programs, services, and activities do not provide access to persons with special needs. Work toward reducing accessibility barriers within City owned facilities, City infrastructure, and City programming, is to be guided by public and/or employee request, and/or initial or revised prioritization of the Transition Plan items; giving priority to the highest utilized programs or facilities. Additionally, the City will strive to include annual budgetary allotments to remove accessibility barriers that will eventually make the various

facilities and programs as accessible as is reasonably possible. Where access cannot be provided, alternate means to provide the same opportunities to persons with disabilities will be attempted.

II. Public Notice

28 CFR PART 35, Section 35.106 of the Title II Americans with Disabilities Act (ADA) requires a public entity to disseminate sufficient information to applicants, participants, beneficiaries, and other interested persons to inform them of the rights and protections afforded by the ADA and this regulation. Methods of providing this information include, for example, the publication of information in handbooks, manuals, and pamphlets that are distributed to the public to describe a public entity's programs and activities; the display of informative posters in service centers and other public places; or the broadcast of information by television or radio. In providing the notice, a public entity must comply with the requirements for effective communication in {35.160. The preamble to that section gives guidance on how to effectively communicate with individuals with disabilities. The current version of the City of Madison ADA Transition Plan will be posted on the City's Website and will also be made available in the Clerk-Treasurer's Office. Key stakeholder groups and the general public were personally invited to review and provide input at public meetings/comment sessions, and also via request to review facilities and provide input after the public meetings were conducted. The Public will continue to be able to view and make comments about the ADA Transition Plan on a perpetual basis, as this plan is considered to be part of a continuous improvement process. The City will update the plan and its associated improvement project lists annually to reflect completed improvement projects, barrier removals, or additions or changes suggested by the public, as appropriate. The City of Madison provided a public meeting for the public to express concerns and comments regarding this ADA Transition Plan. The meeting was held on September 3, 2013 during a Board of Works meeting. The City of Madison provided for the public, the proposed ADA Transition plan on the City's Website, and in the city Clerk-Treasurer's office. They were also available at the Public Meeting. The meeting was fully accessible.

III. Responsible Official

An ADA Coordinator has been designated by the City of Madison as the person responsible for the development and implementation of the ADA Transition Plan. The Madison Special Projects Manager has been designated the ADA Coordinator, and is in charge of overall compliance with the ADA.

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IV. Grievance Procedure

The City of Madison, Indiana Grievance Procedure under the Americans with Disabilities Act

City of Madison, Indiana

Grievance Procedure under the Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the **City of Madison**. The City of Madison's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant or his or her designee, or both, as soon as possible but no later than 60 calendar days after the alleged violation to:

ADA Director

City of Madison
101 West Main Street
Madison, IN 47250

AND

City of Madison
Board of Public Works and Safety
101 West Main Street
Madison, IN 47250

Within 15 calendar days after receipt of the complaint, the director or assigned designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the director or assigned designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the City of Madison's position and offer options for substantive resolution of the complaint.

If the response by Department of Planning and Community Development's Director or assigned designee does not satisfactorily resolve the issue, the complainant or his or her designee, or both, may appeal the decision within 15 calendar days after receipt of the response to the *City of Madison Board of Public Works & Safety*, or assigned designee.

Within 15 calendar days after receipt of the appeal, the Board of Public Works and Safety or assigned designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the *City of Madison* will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the Department of Planning and Community Development Director or assigned designee, appeals to the **City of Madison** or assigned designee, and responses from these two offices will be retained by the **City of Madison** for at least three years.

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V. **Request for Reasonable Accommodation**

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City of Madison, Indiana

ADA Title II Request for Reasonable Accommodation Form

Instructions: If you are completing this form for another individual, please submit their contact information and the preferred method of contact. If you are the person who we should contact, please submit your information and your preferred method of contact. Submit to: ADA Coordinator, 101 West Main Street, Madison, IN 47250, or via FAX to: (812) 265-3349.

Person Completing this Form:	<input type="checkbox"/> Citizen <input type="checkbox"/> Representative of Citizen
Today's Date:	
Citizen Contact information	
Name:	
Street Address, Zip	
Telephone Number	
E-Mail Address	
Preferred Method of Contact: <input type="checkbox"/> E-Mail <input type="checkbox"/> Telephone <input type="checkbox"/> Mail	
Representative of Citizen Contact Information	
Name:	
Street Address, Zip	
Telephone Number	
E-Mail Address	
Preferred Method of Contact: <input type="checkbox"/> E-Mail <input type="checkbox"/> Telephone <input type="checkbox"/> Mail	
Accommodation Information	
Please Identify the City department or office associated with the program, service, or activity:	
Please specify the program, service or activity you are seeking to participate:	
Accommodation you are requesting:	
How will this accommodation assist you?	
If you would like to include additional information, please provide that information and attach it to this form	

VI. SELF-EVALUATION of PROGRAMS, SERVICES, and ACTIVITIES

The purpose of the self-evaluation for the City of Madison was to identify all the physical barriers that exist currently in the city in order to create a schedule and priority list for removing the barriers. The second purpose was creating a record of our areas that were compliant. Therefore, if the ADA rules were to change we can determine which items or areas may be affected and re-evaluate those items or areas to determine if they would become non-compliant based on new laws.

The City compiled a list of all of its public programs, services, activities, facilities, sidewalk and probable/existing curb ramp locations to ensure that people with disabilities have equal access to said public programs, services, activities, facilities, sidewalk and probable/existing curb ramps locations. Many City departments felt that they currently provided full and equal access to all its public programs, services, activities, and facilities, but acknowledged that there are a few segments of sidewalk and a number of probable/existing curb ramp locations that may be considered barriers for people with disabilities.

VII. Ongoing Quality Control

The City, through its ADA Coordinator, will provide all employees with annual reminders about the ADA requirements with links to instructional information, and any pertinent information regarding any changes to the ADA law since the initial plan or the previous year. Additionally, the ADA Coordinator will annually update the report to list items not previously reported and items that have been resolved. A list of requests for reasonable accommodations and a list of grievances will also be included in the transition plan on a continuous basis, but grouped by year reported.

The following is a summary of the city-wide improvements that are recommended by this transition plan.

1. Telephone

The City of Madison proposes to have at least one TTY text telephone.

2. Walk-In Service

At most of the City of Madison buildings, where the public is assisted, there are clear pathways, clear of temporary or permanent barriers. Improvements will be considered continuously as comments, requests for accommodation and/or grievances are received.

3. Public Meetings, Hearings, & Events

- a. The City provides public meetings, hearings, or other events that are open and accessible to all citizens, regardless of disability.
- b. All departments that host public meetings, hearings, or other public events, provide accommodations for people with disabilities.

4. Printed Materials

The City provides a variety of informational and promotional materials for public use, including forms, brochures, fact sheets, reports, plans, proposals, agendas, ordinances, and resolutions. The City will provide printed materials in alternate formats, as requested.

5. Website

The City provides accessible documents for the City's website. The City will continue to improve accessibility through the City's website.

6. Contracting and Purchasing

The City's current processes do not discriminate based on disability when selecting contractors, consultants or vendors for City Projects, or services.

7. Employment

The City of Madison does not discriminate on the basis of disability in its hiring or employment practices and always attempts to comply with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

VIII. Facilities and Programs

The City of Madison The City recently completed an inventory of its facilities (inventory in Appendix D) for all city-owned buildings and structures. This data was used to create a list of self-identified barriers. Any identified barriers will be targeted for improvements. The City of Madison will make all reasonable modifications to policies and programs to ensure that people with disabilities have equal opportunity to enjoy all of its programs, services, and activities. Priorities are as listed on the following pages.

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U. Priority List

To establish a priority list, the overall opinion of cost for each facility was reviewed. The feasible (> \$1,000) cost items were added with the more expensive items at the end of the list. The intent of this list to aid the City in prioritizing locations to bring into compliance.

TABLE 21 PRIORITY LIST

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Restrooms	1A	Add signs designating men's and women's accessible toilet rooms.	2	EA	\$ 50	\$ 100
Restrooms	1B	Adjust closers on men's and women's restroom doors.	2	EA	\$ 50	\$ 100
Restrooms	1C	Add self-closing hinges on accessible stall doors.	2	EA	\$ 50	\$ 100
Restrooms	1D	Add accessible door pulls on men's and women's accessible stall doors.	2	EA	\$ 25	\$ 50
Restrooms	10A	Add signs designating men's and women's restrooms.	2	EA	\$ 50	\$ 100
Restrooms	10B	Regrade to make smooth transition from outside area to restrooms.	1	LS	\$ 500	\$ 500
Restrooms	10C	Add accessible door pulls and locks.	2	EA	\$ 310	\$ 620
Restrooms	10D	Raise lavatory sinks.	1	LS	\$ 200	\$ 200
Restrooms	10E	Insulate pipes underneath lavatory sinks.	1	LS	\$ 200	\$ 200
Restrooms	10F	Add grab bars, side, back, and vertical.	2	EA	\$ 195	\$ 390
Restrooms	10G	Relocate flush control in women's restroom. Cost includes replacing flush valve.	1	LS	\$ 200	\$ 200
Restrooms	10H	Add closers to restroom entry doors.	2	EA	\$ 250	\$ 500
Parking	11A	Add pavement markings to designate accessible space.	103	LF	\$ 1.41	\$ 145
Parking	11B	Replace sign post with one at required height.	1	LS	\$ 85	\$ 85
Entrance	11C	Add sign designating accessible entrance.	1	EA	\$ 50	\$ 50
Entrance	11D	Adjust door closer on entrance door.	1	LS	\$ 50	\$ 50
Interior Accessible Route	11E	Add signs designating permanent rooms.	5	EA	\$ 50	\$ 250
Telephone	11G	Adjust telephone to be no higher than 48 inches above the floor and protrude no more than 4 inches into circulation path.	1	LS	\$ 100	\$ 100
Telephone	11H	Add pictogram of volume control.	1	EA	\$ 20	\$ 20
Telephone	11I	Install TTY.	1	EA	\$ 300	\$ 300
Restrooms	11J	Adjust closers on doors to men's and women's restrooms to take at least 5 seconds to close.	2	EA	\$ 50	\$ 100
Restrooms	11K	Insulate pipes underneath lavatory sink.	1	LS	\$ 200	\$ 200

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Restrooms	11L	Adjust side grab bar so that it extends at least 54 inches from the rear wall.	1	LS	\$ 100	\$ 100
Restrooms	11M	Add vertical grab bar 18 inches long, minimum.	2	EA	\$ 55	\$ 110
Restrooms	11N	Relocate flush control to be on open side of water closet in Women's restroom. Cost includes replacing flush valve.	1	LS	\$ 200	\$ 200
Restrooms	11O	Add self-closing hinges to men's accessible stall door.	1	EA	\$ 50	\$ 50
Restrooms	11P	Add accessible door hardware for stall doors in men's and women's accessible restrooms.	2	EA	\$ 25	\$ 50
Restrooms	20A	Add signs to men's and women's restrooms to designate them accessible.	2	EA	\$ 50	\$ 100
Restrooms	20B	Regrade surface on outside of men's door to be no steeper than 1:48.	1	LS	\$ 200	\$ 200
Restrooms	20C	Lower mirror so that the edge of the reflecting surface is no higher than 40 inches above the floor.	2	LS	\$ 50	\$ 100
Restrooms	20D	Lower coat hook.	2	LS	\$ 25	\$ 50
Restrooms	20E	Insulate pipes underneath lavatory.	2	LS	\$ 200	\$ 400
Restrooms	20F	Adjust soap dispenser so it is no more than 44 inches from floor.	2	LS	\$ 50	\$ 100
Parking	6B	Add pavement markings to designate accessible space.	103	LF	\$ 1	\$ 145
Parking	6C	Add handicap symbol pavement marking to accessible space.	1	EA	\$ 275	\$ 275
Parking	6D	Add proper signage to designate accessible space.	1	LS	\$ 85	\$ 85
Entrance	6E	Adjust closers on the two entrance doors.	2	LS	\$ 50	\$ 100
Alarms	6G	Add visual alarms in men's and women's restrooms.	2	EA	\$ 500	\$ 1,000
Restrooms	6H	Adjust closer on door to women's restroom.	1	LS	\$ 50	\$ 50
Restrooms	6I	Lower coat hook in men's and women's accessible stalls.	2	LS	\$ 50	\$ 100
Restrooms	6J	Replace hand dryer in men's restroom.	1	EA	\$ 500	\$ 500
Restrooms	6K	Add self-closing hinges on stall doors.	2	EA	\$ 50	\$ 100
Restrooms	6L	Provide two grab bars on each side of one existing stall in women's restroom in order to provide one ambulatory stall.	2	LS	\$ 195	\$ 390
Exterior Accessible Route	5A	Regrade ground outside accessible entrance so that there is no step.	1	LS	\$ 300	\$ 300
Parking	5B	Designate accessible space in front of building (signage and pavement markings) (see Appendix G).	1	LS	\$ 500	\$ 500

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Entrance	5C	Adjust closer at entrance door so it takes at least 5 seconds to close from an open position.	1	LS	\$ 50	\$ 50
Entrance	5D	Add sign at accessible entrance designating it accessible.	1	EA	\$ 50	\$ 50
Entrance	5E	Replace existing knob door hardware with lever or loop handles.	2	EA	\$ 210	\$ 420
Interior Accessible Route	5F	Secure carpets/mats to minimize tripping hazards.	1	LS	\$ 50	\$ 50
Controls	5G	Lower thermometer control so it is no higher than 48 inches above the floor.	1	LS	\$ 100	\$ 100
Restrooms	5H	Add sign on restroom designating it unisex accessible.	1	EA	\$ 50	\$ 50
Restrooms	5I	Replace existing door hardware with lever or loop handles.	1	EA	\$ 210	\$ 210
Restrooms	5K	Lower towel dispenser to required height.	1	EA	\$ 50	\$ 50
Restrooms	5L	Add required side, rear, and vertical grab bars.	1	LS	\$ 195	\$ 195
Parking	13A	Regrade designated accessible parking space (see Appendix O).	1	LS	\$ 500	\$ 500
Parking	13B	Add signage at required height to accessible parking space to designate van accessible parking.	1	EA	\$ 100	\$ 100
Parking	13C	Add new pavement markings designating space van accessible.	1	LS	\$ 425	\$ 425
Entrance	13F	Replace door threshold.	1	EA	\$ 100	\$ 100
Entrance	13G	Replace door handle.	1	EA	\$ 100	\$ 100
Entrance	13H	Adjust closer on entrance door.	1	EA	\$ 50	\$ 50
Telephone	13I	Install TTY.	1	EA	\$ 300	\$ 300
Parking	14A	Add pavement markings to designate an accessible space (see Appendix P).	103	LF	\$ 1.41	\$ 145
Parking	14B	Install signs designating an accessible parking space.	1	EA	\$ 100	\$ 100
Exterior Accessible Route	14C	Regrade ramp into building so that the running slope is no steeper than 1:20.	1	LS	\$ 500	\$ 500
Entrance	14D	Add sign at entrance designating it accessible.	1	EA	\$ 50	\$ 50
Entrance	14E	Regrade surface on interior side of door to be level, add ramp from level surface to interior floor surface.	1	LS	\$ 500	\$ 500
Entrance	14F	Replace door threshold.	1	EA	\$ 100	\$ 100
Restrooms	19A	Add signs to men's and women's restrooms to designate them accessible.	2	EA	\$ 50	\$ 100
Restrooms	19D	Install side and rear grab bars.	2	EA	\$ 195	\$ 390
Parking	12A	Regrade designated accessible parking spaces and access aisles to be no steeper than 1:48 in all directions (see Appendix M).	1	LS	\$ 500	\$ 500

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Parking	12C	Provide new sign post and sign designating space van accessible.	1	LS	\$ 135	\$ 135
Entrance	12E	Add sign designating accessible entrance.	2	EA	\$ 50	\$ 100
Interior Accessible Route	12F	Replace knob door hardware with level or loop handles.	1	EA	\$ 210	\$ 210
Controls	12G	Lower thermometer to be no higher than 48 inches above the floor.	1	LS	\$ 100	\$ 100
Restrooms	16A	Add signs at toilet rooms designating men's and women's with accessible restrooms.	2	EA	\$ 50	\$ 100
Restrooms	16B	Adjust closer on doors to men's and women's restrooms so it takes at least 5 seconds to close and so the force required to open each door is less than 5 lbs.	2	EA	\$ 50	\$ 100
Restrooms	16C	Replace knobs or latches with accessible door hardware like lever or loop handles for exterior doors.	2	EA	\$ 175	\$ 350
Restrooms	16D	Insulate all pipes underneath lavatory sinks in men's and women's restrooms.	2	EA	\$ 200	\$ 400
Restrooms	16E	Add self-closing hinges on designated accessible stall doors in men's and women's restrooms.	2	EA	\$ 50	\$ 100
Restrooms	16F	Lower exterior door hardware height on men's and women's entrance doors.	2	EA	\$ 50	\$ 100
Restrooms	16G	Relocate side grab bar in men's and women's accessible stalls so that it extends at least 54 inches from the rear wall.	2	LS	\$ 150	\$ 300
Restrooms	16H	Relocate rear grab bar in men's and women's accessible stalls so it extends at least 24 inches from the centerline of the toilet to the open side of the water closet.	2	LS	\$ 150	\$ 300
Restrooms	16I	Add self-closing hinges on men's and women's designated accessible stall doors.	2	EA	\$ 50	\$ 100
Restrooms	16K	Add vertical grab bar-18 inches long, minimum.	6	EA	\$ 55	\$ 330
Restrooms	16M	Replace men's and women's accessible stall door pulls and locks with accessible hardware.	2	EA	\$ 50	\$ 100
Parking	4B	Add pavement markings for access aisle and boundary lines to accessible space.	103	LF	\$ 1.41	\$ 145
Parking	4C	Add handicap symbol pavement marking to accessible space.	1	EA	\$ 275	\$ 275
Parking	4D	Replace sign post with one at required height.	1	LS	\$ 85	\$ 85
Exterior Accessible Route	4F	Regrade from parking space to sidewalk in front of City Hall building (see Appendix F).	15	LF	\$ 40	\$ 600

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Exterior Accessible Route	4G	Add bill payment deposit box with controls mounted 48 inches high.	1	EA	\$ 200	\$ 200
Entrance	4H	Add sign at inaccessible entrance to direct people to the accessible entrance.	2	EA	\$ 50	\$ 100
Entrance	4I	Replace interior doors with lighter doors.	2	EA	\$ 50	\$ 100
Interior Accessible Route	4J	Replace existing room signs.	6	EA	\$ 50	\$ 300
Interior Accessible Route	4K	Add ramp to council chambers.	1	LS	\$ 600	\$ 600
Service Counters	4N	Move notification device (buzzer) to front of counter to meet required reach limits.	1	LS	\$ 50	\$ 50
Alarms	4O	Provide visual alarm in restroom for emergency alarm system.	1	EA	\$ 500	\$ 500
Restrooms	4P	Replace existing restroom sign and mount at required height and location.	1	EA	\$ 50	\$ 50
Restrooms	4R	Relocate flush control to be on open side of water closet. Cost includes replacing tank type toilet to relocate flush valve.	1	EA	\$ 565	\$ 565
Restrooms	18B	Add signs designating men's and women's accessible restrooms.	2	EA	\$ 50	\$ 100
Restrooms	18D	Adjust closer on men's and women's restroom doors so that door can be opened using less than 5 lbs of force and so that it takes at least 5 seconds to close from a fully open position.	2	LS	\$ 50	\$ 100
Restrooms	18E	Women's door does not open all the way—trim off bottom of door.	1	LS	\$ 50	\$ 50
Restrooms	18F	Remove table in women's restroom to get required 36-inch clear path and 60-inch-diameter clear floor space.	1	LS	\$ 20	\$ 20
Restrooms	18G	Lower mirrors in men's and women's restroom to be 40 inches maximum height above floor.	2	EA	\$ 50	\$ 100
Restrooms	18H	Adjust coat hooks in men's and women's accessible restrooms to be a maximum of 48 inches high and a minimum of 15 inches high from floor.	2	EA	\$ 50	\$ 100
Restrooms	18I	Insulate pipes below lavatory in men's and women's restrooms.	2	EA	\$ 200	\$ 400
Restrooms	18J	Add self-closing hinges to designated accessible stall door.	1	EA	\$ 50	\$ 50
Restrooms	18K	Relocate side grab bar in men's and women's accessible stalls to extend at least 54 inches from rear wall.	2	EA	\$ 50	\$ 100
Restrooms	18L	Relocate flush control to be on open side of water closet in men's accessible stall.	1	EA	\$ 565	\$ 565

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Controls	18M	Lower AED and first aid kit to be no greater than 48 inches above floor.	1	LS	\$ 50	\$ 50
Alarms	18N	Provide visual alarm in restroom for emergency alarm system.	1	EA	\$ 500	\$ 500
Drinking Fountains	18O	Move trash can away from drinking fountain to provide required clear floor space of at least 30 inches wide by at least 48 inches long in front of it.	1	LS	\$ 20	\$ 20
Parking	2A	Replace signs with one designating accessible space and the other space as van accessible at required post height.	2	EA	\$ 100	\$ 200
Entrance	2D	Add sign designating accessible entrance.	1	EA	\$ 50	\$ 50
Entrance	2E	Adjust door closer on designated accessible door.	1	EA	\$ 50	\$ 50
Interior Accessible Route	2F	Reconfigure stair lift to be self-operable (currently requires key from employee to operate).	1	LS	\$ 50	\$ 50
Restrooms	2K	Add signs designating accessible men's and women's restrooms at required mounting location.	2	EA	\$ 50	\$ 100
Restrooms	2L	Relocate waste receptacles to provide clear floor space for paper towel dispenser.	2	EA	\$ 50	\$ 100
Restrooms	2N	Relocate flush control to be on open side of water closet.	2	LS	\$ 200	\$ 400
Restrooms	2O	Add rear and vertical grab bars to men's and women's accessible restrooms.	4	EA	\$ 125	\$ 500
Restrooms	2P	Add self-closing hinges to accessible stall doors.	2	EA	\$ 50	\$ 100
Interior Accessible Route	7B	Add nonskid strips to ramp from counter area to pool area.	5	EA	\$ 2	\$ 10
Exterior Accessible Route	7D	Add accessible benches.	2	EA	\$ 150	\$ 300
Exterior Accessible Route	7E	Add ramp from women's locker room to pool area.	1	LS	\$ 100	\$ 100
Exterior Accessible Route	7F	Replace door hardware on doors from locker rooms to pool area.	2	EA	\$ 210	\$ 420
Exterior Accessible Route	7G	Add ramp from men's locker room to pool area.	1	LS	\$ 100	\$ 100
Lockers	7I	Add accessible lockers in men's and women's locker rooms.	2	EA	\$ 300	\$ 600
Restrooms	7K	Add signs designating men's and women's locker rooms mounted at required height.	2	EA	\$ 50	\$ 100
Restrooms	7L	Lower coat hook in women's and men's locker rooms.	2	LS	\$ 50	\$ 100
Restrooms	7M	Raise lavatory sink in women's and men's locker rooms.	2	LS	\$ 200	\$ 400
Restrooms	7P	Add rear and vertical grab bar.	2	EA	\$ 125	\$ 250

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Restrooms	7Q	Relocate flush control to be on open side of water closet.	1	EA	\$ 565	\$ 565
Restrooms	7R	Add self-closing hinges to designated accessible stall doors.	2	EA	\$ 50	\$ 100
Restrooms	7S	Add accessible door pulls and locks.	2	EA	\$ 50	\$ 100
Restrooms	7T	Replace inaccessible urinal in men's locker room.	1	EA	\$ 500	\$ 500
Restrooms	7U	Add visual alarms in men's and women's restrooms for emergency alarm system.	2	EA	\$ 100	\$ 200
Restrooms	7V	Lower paper towel dispenser in men's locker room to required height.	1	LS	\$ 50	\$ 50
Interior Accessible Route	17B	Ramp 2-Extend handrails at least 12 inches beyond the top and bottom of ramp by replacing handrail in its entirety.	20	LF	\$ 20	\$ 400
Interior Accessible Route	17C	Replace coat racks with accessible racks.	1	EA	\$ 100	\$ 100
Restrooms	17E	Add new signs to designate men's and women's restrooms.	2	EA	\$ 50	\$ 100
Restrooms	17G	Replace door hardware on doors entering men's and women's restrooms with accessible hardware like lever or loop handles.	2	EA	\$ 175	\$ 350
Restrooms	17H	Adjust closer on men's and women's restroom doors so that door requires less than 5 lbs of force to open and that door takes at least 5 seconds to close.	2	LS	\$ 50	\$ 100
Restrooms	17I	Replace men's and women's faucets with handles that are operated without tight grasping or twisting of the wrist.	2	EA	\$ 250	\$ 500
Restrooms	17K	Install rear grab bar.	1	EA	\$ 70	\$ 70
Restrooms	17L	Add self-closing hinges to designated accessible men's and women's stall doors.	2	EA	\$ 50	\$ 100
Restrooms	17M	Replace inaccessible urinal in men's restroom with accessible urinal.	1	EA	\$ 500	\$ 500
Alarms	17N	Provide visual alarms in restrooms for emergency alarm system.	2	EA	\$ 500	\$ 1,000
Restrooms	15A	Add signs at toilet rooms designating men's and women's with accessible restrooms.	2	EA	\$ 50	\$ 100
Restrooms	15B	Adjust closer on door so it takes at least 5 seconds to close and so the force required to open the door is less than 5 lbs.	2	EA	\$ 50	\$ 100
Restrooms	15C	Replace knobs or latches with accessible door hardware like lever or loop handles.	2	EA	\$ 175	\$ 350
Restrooms	15D	Insulate all pipes underneath lavatory sinks in men's and women's restrooms.	2	EA	\$ 200	\$ 400

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Restrooms	15E	Add self-closing hinges on designated accessible stall doors in men's and women's restrooms.	2	EA	\$ 50	\$ 100
Restrooms	1E	Reconfigure men's accessible restroom so the stall width is at least 60 inches (see Appendix A).	1	LS	\$ 1,250	\$ 1,250
Service Counters	11F	Lower portion of service counter and provide required knee space,	1	LS	\$ 2,500	\$ 2,500
Restrooms	20G	Reconfigure space so centerline of water closet is between 16 and 18 inches from side all (see Appendix X).	2	LS	\$ 1,500	\$ 3,000
Restrooms	20H	Widen width of doors to be at least 32 inches.	2	LS	\$ 500	\$ 1,000
Parking	6A	Pave portion of parking lot for an accessible space (see Appendix I).	1	LS	\$ 1,000	\$ 1,000
Drinking Fountains	6F	Add drinking fountain for people with difficulty bending or stooping.	1	EA	\$ 1,850	\$ 1,850
Service Counters	8A	Lower section of counter to be accessible and provide required knee space. Remove concrete counter, stone veneer and back-up wall, and server window. Lower opening, replace with stainless steel counter and new server window.	1	LS	\$ 5,000	\$ 5,000
Restrooms	5J	Reconfigure restroom to provide clear floor space by removing urinal and existing sink. Replace existing sink and base cabinet with accessible sink (see Appendix H).	1	LS	\$ 5,000	\$ 5,000
Exterior Accessible Route	13D	Demolish existing ramp and handrails to entrance.	1	LS	\$ 1,500	\$ 1,500
Exterior Accessible Route	13E	Add new ramp with required slopes, level landings, width, and handrails.	1	LS	\$ 10,000	\$ 10,000
Restrooms	14G	Reconfigure restroom to provide a unisex toilet (see Appendix Q).	1	LS	\$ 7,500	\$ 7,500
Restrooms	19B	Widen entry door widths to 32 inches minimum.	2	LS	\$ 500	\$ 1,000
Restrooms	19C	Reconfigure restroom so there is at least 60 inches diameter clear floor space including increasing depth of room and relocating sink (see Appendix W).	2	LS	\$ 4,000	\$ 8,000
Parking	12B	Provide accessible route from parking to entrance (see Appendix M).	50	LF	\$ 50	\$ 2,500
Exterior Accessible Route	12D	Add accessible curb ramp.	1	LS	\$ 1,170	\$ 1,170
Restrooms	12H	Reconfigure space to provide unisex restroom with privacy lockset, new sink, grab bars and toilet. Reconfiguration will include widening restroom into adjoining space	1	LS	\$ 7,000	\$ 7,000

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
		approximately 3 feet (see Appendix N).				
Restrooms	16J	Reconfigure restroom so there is 18 inches maneuvering clearance beyond the latch side of the stall door. Move exterior door over.	1	LS	\$ 2,500	\$ 2,500
Restrooms	16L	Reconfigure men's restroom to be required size of accessible stall. Move urinal and reduce width at sink to provide 60 inches clear at accessible stall (see Appendix S).	1	LS	\$ 7,500	\$ 7,500
Parking	4A	Widen existing designated accessible on-street parking space (see Appendix F).	1	LS	\$ 1,150	\$ 1,150
Exterior Accessible Route	4E	Add accessible ramp from parking space to sidewalk (see Appendix F).	1	LS	\$ 1,170	\$ 1,170
General Accessibility	4L	Add closed captioning for council meetings broadcast on cable television.	1	LS	\$ 1,000	\$ 1,000
Service Counters	4M	Adjust counter and provide required knee space.	1	LS	\$ 2,000	\$ 2,000
Restrooms	4Q	Reconfigure restroom so that centerline of toilet is 17 to 19 inches from wall (currently 15 inches).	1	LS	\$ 3,000	\$ 3,000
Service Counters	18A	Lower section of counter to be accessible	1	LS	\$ 2,500	\$ 2,500
Restrooms	18C	Reconfigure space in men's and women's restrooms so there is at least 48 inches from front of door to wall as entering restroom (see Appendix V).	1	LS	\$ 10,000	\$ 10,000
Drinking Fountains	18P	Replace drinking fountain with one having accessible controls and with required dimensions.	1	LS	\$ 1,850	\$ 1,850
Exterior Accessible Route	2B	Regrade accessible route from parking to entrance (see Appendix B).	40	LF	\$ 40	\$ 1,600
Exterior Accessible Route	2C	Replace curb ramp with accessible curb ramp.	1	EA	\$ 1,170	\$ 1,170
Interior Accessible Route	2G	Add tactile warning (single rail guardrail) for wall protruding into walkway.	30	LF	\$ 35	\$ 1,050
Seating Areas	2H	Provide six accessible wheelchair spaces in bleachers.	1	LS	\$ 5,000	\$ 5,000
Drinking Fountains	2I	Replace the drinking fountain on north side of building with a fountain that does not protrude into walkway.	1	EA	\$ 1,850	\$ 1,850
Drinking Fountains	2J	Replace one of the drinking fountains on south side of building with a fountain for standing persons.	1	EA	\$ 1,850	\$ 1,850
Restrooms	2M	Reconfigure men's restroom by removing one sink and widening stall to be accessible. Reconfigure women's restroom to widen stall, eliminating one fixture. Accessible stall width in each is at least 60 inches (see Appendices C and D).	1	LS	\$ 15,000	\$ 15,000

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Interior Accessible Route	7A	Add rubber floor mats to cover entire floor area.	2,050	SF	\$ 2	\$ 4,100
Exterior Accessible Route	7C	Add accessible picnic tables.	6	EA	\$ 1,000	\$ 6,000
Dressing Rooms	7H	Provide clear floor space in women's dressing rooms (see Appendix K).	2	LS	\$ 1,000	\$ 2,000
Showers	7J	Add accessible showers in men's and women's locker rooms, consisting of widening women's and providing accessible plumbing fixtures and adding accessible shower fixtures to one shower in men's open shower area (see Appendices J and K).	2	LS	\$ 4,000	\$ 4,000
Restrooms	7N	Reconfigure designated accessible stall in women's locker room to be required width. Requires adding an 8-inch masonry wall and moving three existing toilets to create accessible stall (see Appendix K).	1	LS	\$ 7,500	\$ 7,500
Restrooms	7O	Reconfigure designated accessible stall in men's locker room to be required width (see Appendix J).	1	LS	\$ 7,000	\$ 7,000
Interior Accessible Route	17A	Ramp 1-reconfigure ramp so running slope is no greater than 1:12 on both legs of ramp and also include 60-inch by 60-inch required landing and guardrails and handrails. Landing will require removal and replacement of masonry walls (see Appendix T).	1	LS	\$ 15,000	\$ 15,000
Drinking Fountains	17D	Replace drinking fountains with two having accessible controls and with required dimensions and one to be used for standing persons.	3	LS	\$ 1,850	\$ 5,550
Restrooms	17F	Reconfigure walls so there is at least 18 inches maneuvering clearance beyond the latch side of the doors to men's and women's restrooms.	2	EA	\$ 2,000	\$ 4,000
Restrooms	17J	Reconfigure men's and women's accessible water closet to provide at least 60 inches width by reducing the number of fixtures (see Appendix U).	2	LS	\$ 5,000	\$ 10,000
Restrooms	15F	Reconfigure men's and women's restrooms to be required size of accessible stall. Build 7 feet by 20 feet single story addition. Provide new toilet fixtures and toilet partition walls (see Appendix R).	140	LS	\$ 450	\$ 63,000

Category	Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
Restrooms	9A	Demo building and replace with accessible facility. Proposed 21 feet, 4 inches by 21 feet, 4 inches single wythe masonry facility will be designed to meet current State of Indiana Building Code which requires three toilet fixtures and one sink for each men's and women's restroom costs include site development (see Appendix L).	455	SF	\$ 450	\$ 204,750
Restrooms	3A	Demolish existing building and replace with accessible facility. Proposed 21 feet, 4 inches by 26 feet, 8 inches single wythe masonry facility will be designed to meet current State of Indiana Building Code Section 410 IAC 6-7. 1-26, which requires three toilet fixtures and one sink for each men's and women's restroom for campgrounds with 16 to 30 sites. Facility will also incorporate one accessible shower stall and changing area. Cost includes site development (see Appendix E).	569	SF	\$ 450	\$ 256,050

TABLE 1 PRIORITY LIST

Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
16E	Add directional signage at nonaccessible entrances	1	EA	\$20	\$20
16D	Add sign at accessible entrances	2	EA	\$20	\$40
18B	Add pavement markings from parking to entry	60	LF	\$1.41	\$80
10D	Resurface path over drain pipe and to transition to concrete	1	TON	\$65	\$100
10J	Resurface transition from parking lot to concrete path	1	TON	\$65	\$100
18C	Lower height of keypad entry	1	LS	\$100	\$100
8B	Add vertical sign designating accessible parking space	1	LS	\$200	\$200
10N	Install detectable barrier	20	LF	\$14	\$300
10R	Install detectable barrier	20	LF	\$14	\$300
1B	Add accessible path from sidewalk to home dugout	10	LF	\$40	\$400
18D	Add accessible path from entry to benches and dog washing station	10	LF	\$40	\$400
10G	Install detectable barrier (fence)	36	LF	\$14	\$500
20A	Add pavement markings and vertical signage for accessible parking space	1	LS	\$500	\$500
23A	Add vertical signage at existing accessible parking spaces	4	LS	\$200	\$800
2D	Install detectable barrier around stairways	45	LF	\$14	\$600
3C	Add accessible picnic table	1	LS	\$1,000	\$1,000
8A	Remove sign and pavement markings	1	LS	\$1,000	\$1,000
13D	Install ramp and handrail leading to swings	1	LS	\$1,000	\$1,000
16A	Remove pavement markings and any signage	1	LS	\$1,000	\$1,000
23E	Modify ramp to access lower levels of seating area	1	LS	\$1,000	\$1,000
14B	Add accessible picnic table	1	EA	\$1,000	\$1,000
4C	Install ADA-compliant curb ramp	1	LS	\$1,170	\$1,200
10E	Add accessible path to Johnson Field dugout	30	LF	\$40	\$1,200
10F	Add accessible path to Lakeman Field dugout	30	LF	\$40	\$1,200
10Q	Add accessible path to Thaden Field dugout	30	LF	\$40	\$1,200
22A	Add vertical signage and curb ramp for north accessible parking space	1	LS	\$1,400	\$1,400
23B	Install accessible curb ramp	1	LS	\$1,400	\$1,400
2F	Install edge protection at dropoff sides of pool	50	LF	\$30	\$1,500
3A	Install accessible parking space (pavement, signage, pavement markings)	1	LS	\$2,000	\$2,000
4A	Add accessible parking space (access aisle, required slopes, pavement markings, and vertical signage)	1	LS	\$2,000	\$2,000
4D	Add accessible picnic table	2	EA	\$1,000	\$2,000
10C	Install ADA-compliant picnic tables	2	EA	\$1,000	\$2,000
11A	Add accessible parking	1	LS	\$2,000	\$2,000
11C	Install transfer platform	1	LS	\$2,000	\$2,000
13C	Add accessible picnic tables	2	EA	\$1,000	\$2,000
17B	Add van accessible parking in rear parking lot	1	LS	\$2,000	\$2,000
17C	Add accessible path from parking to entrance	50	LF	\$40	\$2,000

Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
18A	Add accessible parking	1	LS	\$2,000	\$2,000
22B	Add accessible parking space	1	LS	\$2,000	\$2,000
2A	Install required accessible parking spaces (correct slopes, signage, pavement markings)	1	LS	\$3,000	\$3,000
9A	Add accessible parking near existing building (correct slopes, signage, pavement markings)	1	LS	\$3,000	\$3,000
10I	Install required accessible parking spaces (correct slopes, signage, pavement markings)	1	LS	\$3,000	\$3,000
11D	Install accessible picnic tables	3	EA	\$1,000	\$3,000
12A	Add accessible parking	1	LS	\$3,000	\$3,000
13A	Add accessible parking	1	LS	\$3,000	\$3,000
15A	Add accessible parking	1	LS	\$3,000	\$3,000
1C	Add accessible path from sidewalk to bleachers	85	LF	\$40	\$3,400
2C	Add accessible path from check-in counter to pavilion	85	LF	\$40	\$3,400
17A	Add accessible on-street parking with curb ramp	2	LS	\$2,000	\$4,000
19A	Add accessible path from parking to entrances	100	LF	\$40	\$4,000
4B	Add accessible path from street to pavilion	120	LF	\$40	\$4,800
15C	Add accessible picnic tables	5	EA	\$1,000	\$5,000
2B	Regrade path from parking to check-in counter	150	LF	\$40	\$6,000
10B	Add accessible path from parking to picnic shelter	150	LF	\$40	\$6,000
23C	Add accessible parking space	3	LS	\$2,000	\$6,000
2E	Install ADA-compliant pool lift	1	LS	\$7,000	\$7,000
10A	Install required accessible parking spaces (correct slopes, signage, pavement markings)	4	LS	\$2,000	\$8,000
10K	Install required accessible parking spaces (correct slopes, signage, pavement markings)	4	LS	\$2,000	\$8,000
10L	Pave and regrade path from parking to ball fields	200	LF	\$40	\$8,000
10M	Pave and regrade path from Building #1 to Building #2	200	LF	\$40	\$8,000
10P	Pave and regrade path from Building #2 to Building #3	200	LF	\$40	\$8,000
16B	Add accessible parking	4	LS	\$2,000	\$8,000
16C	Add accessible path from parking to entrances	200	LF	\$40	\$8,000
23D	Add handrails	50	LF	\$162	\$8,100
1A	Remove existing retaining wall and widen path from street to visitor's dugout	1	LS	\$8,030	\$8,000
3B	Add accessible path from accessible parking to proper transfer platform elevation of playground equipment and to pavilion	190	LF	\$50	\$9,500
12B	Add accessible path from parking to amenities	250	LF	\$40	\$10,000
13B	Add accessible path from parking to amenities	260	LF	\$40	\$10,400
6A	Add accessible path from street to picnic shelter, to proper transfer platform elevation of playground equipment, to swings, and to basketball court	220	LF	\$50	\$11,000
14A	Add accessible path from sidewalk to amenities	220	LF	\$50	\$11,000
1D	Add accessible bleachers	2	LS	\$6,000	\$12,000
7A	Add accessible path from street to history park-shotgun house, medical office house, bee house, and wagon shop	300	LF	\$40	\$12,000

Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
9C	Add accessible bleachers	2	LS	\$6,000	\$12,000
12C	Add accessible bleachers	2	EA	\$6,000	\$12,000
9B	Add accessible path from parking to bleachers and dugouts	400	LF	\$40	\$16,000
11B	Add accessible path from parking to amenities	400	LF	\$40	\$16,000
10H	Provide access to upper level press boxes	1	LS	\$36,000	\$36,000
10T	Provide access to upper level press boxes	1	LS	\$36,000	\$36,000
15B	Add accessible path	2,400	LF	\$16	\$38,400
10O	Provide access to upper level press boxes	1	LS	\$40,000	\$40,000
10S	Add accessible bleachers	10	EA	\$6,000	\$60,000

Targeted Barrier Removal Projects for Facilities and Programs

The City of Madison has identified the above barriers for targeted improvements. The amount of the prioritized projects is projected to be approximately \$1,267,625. There are numerous low cost improvements that the City will likely undertake while funding is sought for higher cost items.

New or Reconstruction of Existing Facility

New or reconstruction projects will include sidewalks, drives and ADA ramps in conformance with current design standards. Where practical, this will include full intersection ADA ramps where projects only involve a single approach.

Maintenance or Repair

As maintenance and/or repair work is done to existing facilities, replacement work will meet current ADA standards to the degree possible.

IX. Public Right-of-Way

Public Streets - This assessment of ADA compliance for public streets in Madison is based on the 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), published by the United States Access Board. The PROWAG document has not been adopted or approved, but it is recognized as a best practice and has been recommended for use by the Federal Highway Administration (FHWA). Compliance or non-compliance as noted herein, is in reference to PROWAG, assuming it is the standard by which we should be measured. The City of Madison does not endorse or dispute the validity of PROWAG.

The City of Madison has over 62 miles of public streets, and over 200 public street intersections; including Indiana Department of Transportation (INDOT) intersections. The City of Madison has 8 signalized interactions, and there are 19 signalized intersections within the Madison corporate limits that are owned and maintained by INDOT. It has been and continues to be a priority for the City to improve accessibility for pedestrians through the expansion of an accessible sidewalk network. The City has replaced sidewalk and curb ramps in an attempt to make the City more traversable for all of its citizens and visitors. Additionally, the City requires that all new developments and site expansions or improvements include accessible facilities in the public rights-of-way; reviews all transportation capital projects for pedestrian access and compliance with the current ADA design standards and guidelines; considers constructing new and/or replacing non-compliant existing curb ramps adjacent to road reconstruction, overlay or improvement projects; and replaces deteriorated and non-compliant sidewalks as budget allows.

Curb Ramps - The City recently completed an inventory of curb ramps (inventory in Appendix F, exhibit map in Appendix I, and full size map in back binder pocket) for all streets in the city limits. This data was used to create a list of missing curb ramps and a list of existing curb ramps determined to be out of compliance. In the Right-of-Way, 575 sidewalk corners were identified where it would be reasonable to expect that a curb ramp could exist. Of the 575 identified locations, 67 locations did not have an existing curb ramp. Of the remaining locations, 471 had ramps that may not meet current standards, and 37 appear to meet current standards.

The following criteria are used to help prioritize projects:

1. Locations where street improvements or repaving is taking place.
2. Locations requested by the public.
3. Locations of higher density pedestrian traffic (as delineated on the City Pedestrian

- Generator Map; map exhibit in Appendix I and full size map in back binder pocket);
4. Proximity to government facilities, medical facilities, parks, and schools.
 5. All public street intersections in the City.
 6. Locations where crosswalks exist without curb ramps
 7. Locations without current ramps without crosswalks
 8. Locations with ramps that do not appear to meet current standards.

Curb Ramp Cost

With over 500 curb ramps in the City that may be necessary to construct new or replace, the estimated construction cost to upgrade is approximately \$600,000.

See Priority list beginning on next page.

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MADISON CURB RAMP PRIORITIES

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
1	10E	NO	YES	FAIL	\$ 1,100
1	10F	NO	YES	FAIL	\$ 1,100
1	10G	NO	YES	FAIL	\$ 1,100
1	10H	NO	YES	FAIL	\$ 1,100
1	10I	NO	YES	FAIL	\$ 1,100
1	10K	NO	YES	FAIL	\$ 1,100
1	10L	NO	YES	FAIL	\$ 1,100
1	145C	NO	YES	FAIL	\$ 1,100
1	145D	NO	YES	FAIL	\$ 1,100
1	16E	NO	YES	FAIL	\$ 1,100
1	16F	NO	YES	FAIL	\$ 1,100
1	16G	NO	YES	FAIL	\$ 1,100
1	16H	NO	YES	FAIL	\$ 1,100
1	16J	NO	YES	FAIL	\$ 1,100
1	16K	NO	YES	FAIL	\$ 1,100
1	16L	NO	YES	FAIL	\$ 1,100
1	17E	NO	YES	FAIL	\$ 1,100
1	17F	NO	YES	FAIL	\$ 1,100
1	17G	NO	YES	FAIL	\$ 1,100
1	17H	NO	YES	FAIL	\$ 1,100
1	17I	NO	YES	FAIL	\$ 1,100
1	17J	NO	YES	FAIL	\$ 1,100
1	17K	NO	YES	FAIL	\$ 1,100
1	17L	NO	YES	FAIL	\$ 1,100
1	18E	NO	YES	FAIL	\$ 1,100
1	18F	NO	YES	FAIL	\$ 1,100
1	18G	NO	YES	FAIL	\$ 1,100
1	18H	NO	YES	FAIL	\$ 1,100
1	18I	NO	YES	FAIL	\$ 1,100
1	18J	NO	YES	FAIL	\$ 1,100
1	18K	NO	YES	FAIL	\$ 1,100
1	18L	NO	YES	FAIL	\$ 1,100
1	19E	NO	YES	FAIL	\$ 1,100
1	19F	NO	YES	FAIL	\$ 1,100
1	19G	NO	YES	FAIL	\$ 1,100
1	19H	NO	YES	FAIL	\$ 1,100
1	19I	NO	YES	FAIL	\$ 1,100
1	19J	NO	YES	FAIL	\$ 1,100
1	19K	NO	YES	FAIL	\$ 1,100
1	19L	NO	YES	FAIL	\$ 1,100
1	26A	NO	YES	FAIL	\$ 1,100
1	26B	NO	YES	FAIL	\$ 1,100
1	26C	NO	YES	FAIL	\$ 1,100
1	26D	NO	YES	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
1	2A	NO	YES	FAIL	\$ 1,100
1	2B	NO	YES	FAIL	\$ 1,100
1	2C	NO	YES	FAIL	\$ 1,100
1	2D	NO	YES	FAIL	\$ 1,100
1	30A	NO	YES	FAIL	\$ 1,100
1	30B	NO	YES	FAIL	\$ 1,100
1	30K	NO	YES	FAIL	\$ 1,100
1	31A	NO	YES	FAIL	\$ 1,100
1	31B	NO	YES	FAIL	\$ 1,100
1	31D	NO	YES	FAIL	\$ 1,100
1	33A	NO	YES	FAIL	\$ 1,100
1	33D	NO	YES	FAIL	\$ 1,100
1	37E	NO	YES	FAIL	\$ 1,100
1	37F	NO	YES	FAIL	\$ 1,100
1	37G	NO	YES	FAIL	\$ 1,100
1	37H	NO	YES	FAIL	\$ 1,100
1	37I	NO	YES	FAIL	\$ 1,100
1	37J	NO	YES	FAIL	\$ 1,100
1	37J1	NO	YES	FAIL	\$ 1,100
1	37K	NO	YES	FAIL	\$ 1,100
1	37K1	NO	YES	FAIL	\$ 1,100
1	37L	NO	YES	FAIL	\$ 1,100
1	38H	NO	YES	FAIL	\$ 1,100
1	38I	NO	YES	FAIL	\$ 1,100
1	42K	NO	YES	FAIL	\$ 1,100
1	53C	NO	YES	FAIL	\$ 1,100
1	53D	NO	YES	FAIL	\$ 1,100
1	60A	NO	YES	FAIL	\$ 1,100
1	60B	NO	YES	FAIL	\$ 1,100
1	60C	NO	YES	FAIL	\$ 1,100
1	60D	NO	YES	FAIL	\$ 1,100
1	73A	NO	YES	FAIL	\$ 1,100
1	73B	NO	YES	FAIL	\$ 1,100
1	73C	NO	YES	FAIL	\$ 1,100
1	73D	NO	YES	FAIL	\$ 1,100
1	74C	NO	YES	FAIL	\$ 1,100
1	74D	NO	YES	FAIL	\$ 1,100
1	74E	NO	YES	FAIL	\$ 1,100
1	74F	NO	YES	FAIL	\$ 1,100
1	74G	NO	YES	FAIL	\$ 1,100
1	74H	NO	YES	FAIL	\$ 1,100
1	75F	NO	YES	FAIL	\$ 1,100
1	75J	NO	YES	FAIL	\$ 1,100
1	75K	NO	YES	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
1	81A	NO	YES	FAIL	\$ 1,100
1	81D	NO	YES	FAIL	\$ 1,100
1	81G	NO	YES	FAIL	\$ 1,100
1	81H	NO	YES	FAIL	\$ 1,100
1	81I	NO	YES	FAIL	\$ 1,100
1	81J	NO	YES	FAIL	\$ 1,100
1	82E	NO	YES	FAIL	\$ 1,100
1	82F	NO	YES	FAIL	\$ 1,100
1	82G	NO	YES	FAIL	\$ 1,100
1	82H	NO	YES	FAIL	\$ 1,100
1	82I	NO	YES	FAIL	\$ 1,100
1	82J	NO	YES	FAIL	\$ 1,100
1	82K	NO	YES	FAIL	\$ 1,100
1	82L	NO	YES	FAIL	\$ 1,100
1	83E	NO	YES	FAIL	\$ 1,100
1	83F	NO	YES	FAIL	\$ 1,100
1	83G	NO	YES	FAIL	\$ 1,100
1	83H	NO	YES	FAIL	\$ 1,100
1	83I	NO	YES	FAIL	\$ 1,100
1	83L	NO	YES	FAIL	\$ 1,100
1	89J	NO	YES	FAIL	\$ 1,100
1	89K	NO	YES	FAIL	\$ 1,100
1	90A	NO	YES	FAIL	\$ 1,100
1	90B	NO	YES	FAIL	\$ 1,100
1	90C	NO	YES	FAIL	\$ 1,100
1	90D	NO	YES	FAIL	\$ 1,100
1	91B	NO	YES	FAIL	\$ 1,100
1	91C	NO	YES	FAIL	\$ 1,100
1	91D	NO	YES	FAIL	\$ 1,100
1	91E	NO	YES	FAIL	\$ 1,100
1	91F	NO	YES	FAIL	\$ 1,100
2	103A	NO	NO	FAIL	\$ 1,100
2	103B	NO	NO	FAIL	\$ 1,100
2	103C	NO	NO	FAIL	\$ 1,100
2	104A	NO	NO	FAIL	\$ 1,100
2	104B	NO	NO	FAIL	\$ 1,100
2	104C	NO	NO	FAIL	\$ 1,100
2	104D	NO	NO	FAIL	\$ 1,100
2	105B	NO	NO	FAIL	\$ 1,100
2	105C	NO	NO	FAIL	\$ 1,100
2	106B	NO	NO	FAIL	\$ 1,100
2	106C	NO	NO	FAIL	\$ 1,100
2	107B	NO	NO	FAIL	\$ 1,100
2	107C	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	108A	NO	NO	FAIL	\$ 1,100
2	108B	NO	NO	FAIL	\$ 1,100
2	108C	NO	NO	FAIL	\$ 1,100
2	108D	NO	NO	FAIL	\$ 1,100
2	109A	NO	NO	FAIL	\$ 1,100
2	109A	NO	NO	FAIL	\$ 1,100
2	109D	NO	NO	FAIL	\$ 1,100
2	109D	NO	NO	FAIL	\$ 1,100
2	10J	NO	NO	FAIL	\$ 1,100
2	110A	NO	NO	FAIL	\$ 1,100
2	110B	NO	NO	FAIL	\$ 1,100
2	110C	NO	NO	FAIL	\$ 1,100
2	110D	NO	NO	FAIL	\$ 1,100
2	111A	NO	NO	FAIL	\$ 1,100
2	111B	NO	NO	FAIL	\$ 1,100
2	112B	NO	NO	FAIL	\$ 1,100
2	112C	NO	NO	FAIL	\$ 1,100
2	113C	NO	NO	FAIL	\$ 1,100
2	113D	NO	NO	FAIL	\$ 1,100
2	114A	NO	NO	FAIL	\$ 1,100
2	114A	NO	NO	FAIL	\$ 1,100
2	114B	NO	NO	FAIL	\$ 1,100
2	114B	NO	NO	FAIL	\$ 1,100
2	114C	NO	NO	FAIL	\$ 1,100
2	114C	NO	NO	FAIL	\$ 1,100
2	114D	NO	NO	FAIL	\$ 1,100
2	114D	NO	NO	FAIL	\$ 1,100
2	118C	NO	NO	FAIL	\$ 1,100
2	118D	NO	NO	FAIL	\$ 1,100
2	119A	NO	NO	FAIL	\$ 1,100
2	119B	NO	NO	FAIL	\$ 1,100
2	119C	NO	NO	FAIL	\$ 1,100
2	119D	NO	NO	FAIL	\$ 1,100
2	11A	NO	NO	FAIL	\$ 1,100
2	11B	NO	NO	FAIL	\$ 1,100
2	11C	NO	NO	FAIL	\$ 1,100
2	11D	NO	NO	FAIL	\$ 1,100
2	120C	NO	NO	FAIL	\$ 1,100
2	120D	NO	NO	FAIL	\$ 1,100
2	121A	NO	NO	FAIL	\$ 1,100
2	121D	NO	NO	FAIL	\$ 1,100
2	122A	NO	NO	FAIL	\$ 1,100
2	122B	NO	NO	FAIL	\$ 1,100
2	122C	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	122D	NO	NO	FAIL	\$ 1,100
2	123A	NO	NO	FAIL	\$ 1,100
2	123B	NO	NO	FAIL	\$ 1,100
2	124A	NO	NO	FAIL	\$ 1,100
2	124B	NO	NO	FAIL	\$ 1,100
2	125A	NO	NO	FAIL	\$ 1,100
2	125D	NO	NO	FAIL	\$ 1,100
2	126A	NO	NO	FAIL	\$ 1,100
2	126D	NO	NO	FAIL	\$ 1,100
2	127A	NO	NO	FAIL	\$ 1,100
2	127B	NO	NO	FAIL	\$ 1,100
2	127C	NO	NO	FAIL	\$ 1,100
2	12C	NO	NO	FAIL	\$ 1,100
2	12D	NO	NO	FAIL	\$ 1,100
2	130C	NO	NO	FAIL	\$ 1,100
2	130D	NO	NO	FAIL	\$ 1,100
2	131A	NO	NO	FAIL	\$ 1,100
2	131B	NO	NO	FAIL	\$ 1,100
2	133A	NO	NO	FAIL	\$ 1,100
2	133B	NO	NO	FAIL	\$ 1,100
2	133C	NO	NO	FAIL	\$ 1,100
2	133D	NO	NO	FAIL	\$ 1,100
2	134B	NO	NO	FAIL	\$ 1,100
2	134C	NO	NO	FAIL	\$ 1,100
2	135C	NO	NO	FAIL	\$ 1,100
2	135D	NO	NO	FAIL	\$ 1,100
2	136C	NO	NO	FAIL	\$ 1,100
2	136D	NO	NO	FAIL	\$ 1,100
2	137C	NO	NO	FAIL	\$ 1,100
2	137D	NO	NO	FAIL	\$ 1,100
2	138A	NO	NO	FAIL	\$ 1,100
2	138B	NO	NO	FAIL	\$ 1,100
2	138C	NO	NO	FAIL	\$ 1,100
2	138D	NO	NO	FAIL	\$ 1,100
2	13B	NO	NO	FAIL	\$ 1,100
2	13C	NO	NO	FAIL	\$ 1,100
2	140B	NO	NO	FAIL	\$ 1,100
2	141C	NO	NO	FAIL	\$ 1,100
2	142B	NO	NO	FAIL	\$ 1,100
2	142C	NO	NO	FAIL	\$ 1,100
2	142D	NO	NO	FAIL	\$ 1,100
2	143B	NO	NO	FAIL	\$ 1,100
2	143C	NO	NO	FAIL	\$ 1,100
2	144C	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	144D	NO	NO	FAIL	\$ 1,100
2	145A	NO	NO	FAIL	\$ 1,100
2	145B	NO	NO	FAIL	\$ 1,100
2	146A	NO	NO	FAIL	\$ 1,100
2	146B	NO	NO	FAIL	\$ 1,100
2	146C	NO	NO	FAIL	\$ 1,100
2	147C	NO	NO	FAIL	\$ 1,100
2	148C	NO	NO	FAIL	\$ 1,100
2	148D	NO	NO	FAIL	\$ 1,100
2	14A	NO	NO	FAIL	\$ 1,100
2	14B	NO	NO	FAIL	\$ 1,100
2	14C	NO	NO	FAIL	\$ 1,100
2	14D	NO	NO	FAIL	\$ 1,100
2	150A	NO	NO	FAIL	\$ 1,100
2	150B	NO	NO	FAIL	\$ 1,100
2	151A	NO	NO	FAIL	\$ 1,100
2	151B	NO	NO	FAIL	\$ 1,100
2	153A	NO	NO	FAIL	\$ 1,100
2	153D	NO	NO	FAIL	\$ 1,100
2	156A	NO	NO	FAIL	\$ 1,100
2	156B	NO	NO	FAIL	\$ 1,100
2	157B	NO	NO	FAIL	\$ 1,100
2	157D	NO	NO	FAIL	\$ 1,100
2	158B	NO	NO	FAIL	\$ 1,100
2	158C	NO	NO	FAIL	\$ 1,100
2	159A	NO	NO	FAIL	\$ 1,100
2	159B	NO	NO	FAIL	\$ 1,100
2	15A	NO	NO	FAIL	\$ 1,100
2	15B	NO	NO	FAIL	\$ 1,100
2	160A	NO	NO	FAIL	\$ 1,100
2	160D	NO	NO	FAIL	\$ 1,100
2	161A	NO	NO	FAIL	\$ 1,100
2	161C	NO	NO	FAIL	\$ 1,100
2	161D	NO	NO	FAIL	\$ 1,100
2	162A	NO	NO	FAIL	\$ 1,100
2	162B	NO	NO	FAIL	\$ 1,100
2	163A	NO	NO	FAIL	\$ 1,100
2	163D	NO	NO	FAIL	\$ 1,100
2	164A	NO	NO	FAIL	\$ 1,100
2	164B	NO	NO	FAIL	\$ 1,100
2	165C	NO	NO	FAIL	\$ 1,100
2	165D	NO	NO	FAIL	\$ 1,100
2	16J	NO	NO	FAIL	\$ 1,100
2	20E	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	20F	NO	NO	FAIL	\$ 1,100
2	20G	NO	NO	FAIL	\$ 1,100
2	20G	NO	NO	FAIL	\$ 1,100
2	20H	NO	NO	FAIL	\$ 1,100
2	20H	NO	NO	FAIL	\$ 1,100
2	20I	NO	NO	FAIL	\$ 1,100
2	20J	NO	NO	FAIL	\$ 1,100
2	20K	NO	NO	FAIL	\$ 1,100
2	20L	NO	NO	FAIL	\$ 1,100
2	21E	NO	NO	FAIL	\$ 1,100
2	21F	NO	NO	FAIL	\$ 1,100
2	21I	NO	NO	FAIL	\$ 1,100
2	21J	NO	NO	FAIL	\$ 1,100
2	21K	NO	NO	FAIL	\$ 1,100
2	21L	NO	NO	FAIL	\$ 1,100
2	22I	NO	NO	FAIL	\$ 1,100
2	22J	NO	NO	FAIL	\$ 1,100
2	22K	NO	NO	FAIL	\$ 1,100
2	22L	NO	NO	FAIL	\$ 1,100
2	23B	NO	NO	FAIL	\$ 1,100
2	23I	NO	NO	FAIL	\$ 1,100
2	23J	NO	NO	FAIL	\$ 1,100
2	24A	NO	NO	FAIL	\$ 1,100
2	24B	NO	NO	FAIL	\$ 1,100
2	24C	NO	NO	FAIL	\$ 1,100
2	24D	NO	NO	FAIL	\$ 1,100
2	25A	NO	NO	FAIL	\$ 1,100
2	25B	NO	NO	FAIL	\$ 1,100
2	25C	NO	NO	FAIL	\$ 1,100
2	25D	NO	NO	FAIL	\$ 1,100
2	27A	NO	NO	FAIL	\$ 1,100
2	27C	NO	NO	FAIL	\$ 1,100
2	27D	NO	NO	FAIL	\$ 1,100
2	28C	NO	NO	FAIL	\$ 1,100
2	28D	NO	NO	FAIL	\$ 1,100
2	29A	NO	NO	FAIL	\$ 1,100
2	29B	NO	NO	FAIL	\$ 1,100
2	29C	NO	NO	FAIL	\$ 1,100
2	29D	NO	NO	FAIL	\$ 1,100
2	30C	NO	NO	FAIL	\$ 1,100
2	30L	NO	NO	FAIL	\$ 1,100
2	31C	NO	NO	FAIL	\$ 1,100
2	31C1	NO	NO	FAIL	\$ 1,100
2	31D1	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	32C	NO	NO	FAIL	\$ 1,100
2	32D	NO	NO	FAIL	\$ 1,100
2	32E	NO	NO	FAIL	\$ 1,100
2	32F	NO	NO	FAIL	\$ 1,100
2	32G	NO	NO	FAIL	\$ 1,100
2	32H	NO	NO	FAIL	\$ 1,100
2	33B	NO	NO	FAIL	\$ 1,100
2	33C	NO	NO	FAIL	\$ 1,100
2	34D	NO	NO	FAIL	\$ 1,100
2	34E	NO	NO	FAIL	\$ 1,100
2	34F	NO	NO	FAIL	\$ 1,100
2	35B	NO	NO	FAIL	\$ 1,100
2	35C	NO	NO	FAIL	\$ 1,100
2	35D	NO	NO	FAIL	\$ 1,100
2	35E	NO	NO	FAIL	\$ 1,100
2	35F	NO	NO	FAIL	\$ 1,100
2	36A	NO	NO	FAIL	\$ 1,100
2	36B	NO	NO	FAIL	\$ 1,100
2	36C	NO	NO	FAIL	\$ 1,100
2	36D	NO	NO	FAIL	\$ 1,100
2	38E	NO	NO	FAIL	\$ 1,100
2	38F	NO	NO	FAIL	\$ 1,100
2	38F1	NO	NO	FAIL	\$ 1,100
2	38G	NO	NO	FAIL	\$ 1,100
2	38G1	NO	NO	FAIL	\$ 1,100
2	38J	NO	NO	FAIL	\$ 1,100
2	38K	NO	NO	FAIL	\$ 1,100
2	38L	NO	NO	FAIL	\$ 1,100
2	39A	NO	NO	FAIL	\$ 1,100
2	39G	NO	NO	FAIL	\$ 1,100
2	39H	NO	NO	FAIL	\$ 1,100
2	39I	NO	NO	FAIL	\$ 1,100
2	39J	NO	NO	FAIL	\$ 1,100
2	39K	NO	NO	FAIL	\$ 1,100
2	39L	NO	NO	FAIL	\$ 1,100
2	3B	NO	NO	FAIL	\$ 1,100
2	3C	NO	NO	FAIL	\$ 1,100
2	40E	NO	NO	FAIL	\$ 1,100
2	40F	NO	NO	FAIL	\$ 1,100
2	40G	NO	NO	FAIL	\$ 1,100
2	40H	NO	NO	FAIL	\$ 1,100
2	40I	NO	NO	FAIL	\$ 1,100
2	40J	NO	NO	FAIL	\$ 1,100
2	40K	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	40L	NO	NO	FAIL	\$ 1,100
2	41D	NO	NO	FAIL	\$ 1,100
2	41E	NO	NO	FAIL	\$ 1,100
2	41F	NO	NO	FAIL	\$ 1,100
2	41G	NO	NO	FAIL	\$ 1,100
2	41H	NO	NO	FAIL	\$ 1,100
2	41I	NO	NO	FAIL	\$ 1,100
2	41J	NO	NO	FAIL	\$ 1,100
2	42I	NO	NO	FAIL	\$ 1,100
2	42J	NO	NO	FAIL	\$ 1,100
2	42L	NO	NO	FAIL	\$ 1,100
2	43B	NO	NO	FAIL	\$ 1,100
2	43E	NO	NO	FAIL	\$ 1,100
2	43F	NO	NO	FAIL	\$ 1,100
2	43I	NO	NO	FAIL	\$ 1,100
2	43J	NO	NO	FAIL	\$ 1,100
2	43K	NO	NO	FAIL	\$ 1,100
2	44I	NO	NO	FAIL	\$ 1,100
2	44J	NO	NO	FAIL	\$ 1,100
2	44K	NO	NO	FAIL	\$ 1,100
2	44L	NO	NO	FAIL	\$ 1,100
2	45A	NO	NO	FAIL	\$ 1,100
2	45B	NO	NO	FAIL	\$ 1,100
2	45C	NO	NO	FAIL	\$ 1,100
2	45D	NO	NO	FAIL	\$ 1,100
2	46A	NO	NO	FAIL	\$ 1,100
2	46B	NO	NO	FAIL	\$ 1,100
2	46C	NO	NO	FAIL	\$ 1,100
2	46D	NO	NO	FAIL	\$ 1,100
2	48B	NO	NO	FAIL	\$ 1,100
2	48C	NO	NO	FAIL	\$ 1,100
2	49A	NO	NO	FAIL	\$ 1,100
2	49B	NO	NO	FAIL	\$ 1,100
2	49C	NO	NO	FAIL	\$ 1,100
2	49D	NO	NO	FAIL	\$ 1,100
2	4A	NO	NO	FAIL	\$ 1,100
2	4D	NO	NO	FAIL	\$ 1,100
2	4L	NO	NO	FAIL	\$ 1,100
2	50A	NO	NO	FAIL	\$ 1,100
2	50D	NO	NO	FAIL	\$ 1,100
2	51A	NO	NO	FAIL	\$ 1,100
2	51B	NO	NO	FAIL	\$ 1,100
2	52A	NO	NO	FAIL	\$ 1,100
2	52B	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	52C	NO	NO	FAIL	\$ 1,100
2	53A	NO	NO	FAIL	\$ 1,100
2	55A	NO	NO	FAIL	\$ 1,100
2	55B	NO	NO	FAIL	\$ 1,100
2	55C	NO	NO	FAIL	\$ 1,100
2	55D	NO	NO	FAIL	\$ 1,100
2	56A	NO	NO	FAIL	\$ 1,100
2	56B	NO	NO	FAIL	\$ 1,100
2	56C	NO	NO	FAIL	\$ 1,100
2	56D	NO	NO	FAIL	\$ 1,100
2	57A	NO	NO	FAIL	\$ 1,100
2	57B	NO	NO	FAIL	\$ 1,100
2	57D	NO	NO	FAIL	\$ 1,100
2	58A	NO	NO	FAIL	\$ 1,100
2	58C	NO	NO	FAIL	\$ 1,100
2	58D	NO	NO	FAIL	\$ 1,100
2	58G	NO	NO	FAIL	\$ 1,100
2	58H	NO	NO	FAIL	\$ 1,100
2	59A	NO	NO	FAIL	\$ 1,100
2	59G	NO	NO	FAIL	\$ 1,100
2	59H	NO	NO	FAIL	\$ 1,100
2	59I	NO	NO	FAIL	\$ 1,100
2	59J	NO	NO	FAIL	\$ 1,100
2	59K	NO	NO	FAIL	\$ 1,100
2	59L	NO	NO	FAIL	\$ 1,100
2	5A	NO	NO	FAIL	\$ 1,100
2	5C	NO	NO	FAIL	\$ 1,100
2	5D	NO	NO	FAIL	\$ 1,100
2	5G	NO	NO	FAIL	\$ 1,100
2	5H	NO	NO	FAIL	\$ 1,100
2	61A	NO	NO	FAIL	\$ 1,100
2	61B	NO	NO	FAIL	\$ 1,100
2	61C	NO	NO	FAIL	\$ 1,100
2	61D	NO	NO	FAIL	\$ 1,100
2	62A	NO	NO	FAIL	\$ 1,100
2	62C	NO	NO	FAIL	\$ 1,100
2	63B	NO	NO	FAIL	\$ 1,100
2	63C	NO	NO	FAIL	\$ 1,100
2	63D	NO	NO	FAIL	\$ 1,100
2	64C	NO	NO	FAIL	\$ 1,100
2	65A	NO	NO	FAIL	\$ 1,100
2	65C	NO	NO	FAIL	\$ 1,100
2	65D	NO	NO	FAIL	\$ 1,100
2	66B	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	67C	NO	NO	FAIL	\$ 1,100
2	6B	NO	NO	FAIL	\$ 1,100
2	6C	NO	NO	FAIL	\$ 1,100
2	6K	NO	NO	FAIL	\$ 1,100
2	6L	NO	NO	FAIL	\$ 1,100
2	70A	NO	NO	FAIL	\$ 1,100
2	70B	NO	NO	FAIL	\$ 1,100
2	70C	NO	NO	FAIL	\$ 1,100
2	71A	NO	NO	FAIL	\$ 1,100
2	71B	NO	NO	FAIL	\$ 1,100
2	71C	NO	NO	FAIL	\$ 1,100
2	71D	NO	NO	FAIL	\$ 1,100
2	72A	NO	NO	FAIL	\$ 1,100
2	72B	NO	NO	FAIL	\$ 1,100
2	72C	NO	NO	FAIL	\$ 1,100
2	72D	NO	NO	FAIL	\$ 1,100
2	75E	NO	NO	FAIL	\$ 1,100
2	75G	NO	NO	FAIL	\$ 1,100
2	75H	NO	NO	FAIL	\$ 1,100
2	75I	NO	NO	FAIL	\$ 1,100
2	75L	NO	NO	FAIL	\$ 1,100
2	76A	NO	NO	FAIL	\$ 1,100
2	76B	NO	NO	FAIL	\$ 1,100
2	76C	NO	NO	FAIL	\$ 1,100
2	76D	NO	NO	FAIL	\$ 1,100
2	77A	NO	NO	FAIL	\$ 1,100
2	77B	NO	NO	FAIL	\$ 1,100
2	77C	NO	NO	FAIL	\$ 1,100
2	77D	NO	NO	FAIL	\$ 1,100
2	78A	NO	NO	FAIL	\$ 1,100
2	78B	NO	NO	FAIL	\$ 1,100
2	78C	NO	NO	FAIL	\$ 1,100
2	79A	NO	NO	FAIL	\$ 1,100
2	79B	NO	NO	FAIL	\$ 1,100
2	79C	NO	NO	FAIL	\$ 1,100
2	79D	NO	NO	FAIL	\$ 1,100
2	7A	NO	NO	FAIL	\$ 1,100
2	7B	NO	NO	FAIL	\$ 1,100
2	7C	NO	NO	FAIL	\$ 1,100
2	7D	NO	NO	FAIL	\$ 1,100
2	80}C	NO	NO	FAIL	\$ 1,100
2	80A	NO	NO	FAIL	\$ 1,100
2	80B	NO	NO	FAIL	\$ 1,100
2	80D	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	83J	NO	NO	FAIL	\$ 1,100
2	83K	NO	NO	FAIL	\$ 1,100
2	84A	NO	NO	FAIL	\$ 1,100
2	84D	NO	NO	FAIL	\$ 1,100
2	85A	NO	NO	FAIL	\$ 1,100
2	85B	NO	NO	FAIL	\$ 1,100
2	85C	NO	NO	FAIL	\$ 1,100
2	86A	NO	NO	FAIL	\$ 1,100
2	86C	NO	NO	FAIL	\$ 1,100
2	87A	NO	NO	FAIL	\$ 1,100
2	87B	NO	NO	FAIL	\$ 1,100
2	87C	NO	NO	FAIL	\$ 1,100
2	87D	NO	NO	FAIL	\$ 1,100
2	88A	NO	NO	FAIL	\$ 1,100
2	88G	NO	NO	FAIL	\$ 1,100
2	88H	NO	NO	FAIL	\$ 1,100
2	88I	NO	NO	FAIL	\$ 1,100
2	88J	NO	NO	FAIL	\$ 1,100
2	88K	NO	NO	FAIL	\$ 1,100
2	88L	NO	NO	FAIL	\$ 1,100
2	89A	NO	NO	FAIL	\$ 1,100
2	89G	NO	NO	FAIL	\$ 1,100
2	89H	NO	NO	FAIL	\$ 1,100
2	89I	NO	NO	FAIL	\$ 1,100
2	89L	NO	NO	FAIL	\$ 1,100
2	8A	NO	NO	FAIL	\$ 1,100
2	8D	NO	NO	FAIL	\$ 1,100
2	8G	NO	NO	FAIL	\$ 1,100
2	8H	NO	NO	FAIL	\$ 1,100
2	8I	NO	NO	FAIL	\$ 1,100
2	8J	NO	NO	FAIL	\$ 1,100
2	92A	NO	NO	FAIL	\$ 1,100
2	92G	NO	NO	FAIL	\$ 1,100
2	92H	NO	NO	FAIL	\$ 1,100
2	93D	NO	NO	FAIL	\$ 1,100
2	93F	NO	NO	FAIL	\$ 1,100
2	93H	NO	NO	FAIL	\$ 1,100
2	93I	NO	NO	FAIL	\$ 1,100
2	93J	NO	NO	FAIL	\$ 1,100
2	96C	NO	NO	FAIL	\$ 1,100
2	96D	NO	NO	FAIL	\$ 1,100
2	97C	NO	NO	FAIL	\$ 1,100
2	97D	NO	NO	FAIL	\$ 1,100
2	98A	NO	NO	FAIL	\$ 1,100

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
2	98B	NO	NO	FAIL	\$ 1,100
2	98C	NO	NO	FAIL	\$ 1,100
2	98D	NO	NO	FAIL	\$ 1,100
2	98D	NO	NO	FAIL	\$ 1,100
2	98F	NO	NO	FAIL	\$ 1,100
2	9A	NO	NO	FAIL	\$ 1,100
2	9B	NO	NO	FAIL	\$ 1,100
2	9C	NO	NO	FAIL	\$ 1,100
2	9D	NO	NO	FAIL	\$ 1,100
2	200C	NO	NO	FAIL	\$ 1,100
	100A	YES	YES	PASS	
	100D	YES	YES	PASS	
	115A	YES	YES	PASS	
	115A	YES	YES	PASS	
	115D	YES	YES	PASS	
	116A	YES	YES	PASS	
	116D	YES	YES	PASS	
	117A	YES	YES	PASS	
	117D	YES	YES	PASS	
	128A	YES	YES	PASS	
	128D	YES	YES	PASS	
	129A	YES	YES	PASS	
	129D	YES	YES	PASS	
	132A	YES	YES	PASS	
	132D	YES	YES	PASS	
	154A	YES	YES	PASS	
	154D	YES	YES	PASS	
	155A	YES	YES	PASS	
	155D	YES	YES	PASS	
	54A	YES	YES	PASS	
	54D	YES	YES	PASS	
	115D	YES	NO	PASS	
	149D	YES	NO	PASS	
	152A	YES	NO	PASS	
	152D	YES	NO	PASS	
	57C	YES	NO	PASS	
	62B	YES	NO	PASS	
	62K	YES	NO	PASS	
	62L	YES	NO	PASS	
	63E	YES	NO	PASS	
	63F	YES	NO	PASS	
	64G	YES	NO	PASS	
	64H	YES	NO	PASS	
	65B	YES	NO	PASS	

PRIORITY	RAMP ID	DOMES	XWALK	PASS_FAIL	COST
	68C	YES	NO	PASS	
	69C	YES	NO	PASS	
	93C	YES	NO	PASS	
				TOTAL COST	\$ 591,800

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Curb Ramp Funding

The City does not budget funding directly to curb ramps. The costs of curb ramps are included in each construction or maintenance project. The City also makes repairs or constructs new ramps with its own forces as budget allows. Additionally, the City continually looks for funding to improve sidewalks and curb ramps from other sources, including grants from local, state, and federal programs.

Sidewalks – In the Right-of-Way, approximately 3.5 miles of sidewalk was identified throughout the City, between corners identified as locations where a curb ramp could exist. The highest priority is where crosswalks exist adjacent to a reported barrier. The next highest priority is locations without current sidewalks for connectivity between existing ramps. The next priority is new segments for connectivity to improve the overall sidewalk network. The list may be reprioritized to accommodate requests or complaints received.

The overall condition of sidewalks within the right-of-way appears to be good, with few exceptions.

Sidewalk Cost

In the Right-of-Way, the City completed a cursory review of all public sidewalks for all streets in the city limits. This data will be used to designate sidewalks in need of repair adjacent to curb ramp locations scheduled for improvements. The overall condition of existing sidewalks within the right-of-way appears to be generally traversable.

The following criteria are used to help prioritize sidewalk projects:

1. Locations where curb ramp improvements are taking place.
2. Locations requested by the public.
3. Locations of higher density pedestrian traffic (as delineated on the City Pedestrian Generator Map; map exhibit in Appendix I and full size map in back binder pocket);
4. Proximity to government facilities, medical facilities, parks, and schools.
5. Locations that do not appear to meet current standards.

Sidewalk Cost

The estimated construction cost to upgrade approximately 3.5 miles of walkway (rehabilitated or new sidewalk/path) desired for the City is approximately \$410,000. Added to the curb ramp repair/improvement estimate, there is approximately \$1,000,000 of work necessary to bring the City's sidewalk and curb ramp network into substantial compliance.

Targeted Barrier Removal Projects for Sidewalks and Curb Ramps

The City of Madison has identified barriers for targeted improvements. Improvements will be made as budget allows. The priorities listed are a guide only, as any specific location requested to be improved, whether currently on the list or not, may move that specific location up in priority. Also, any location where adjacent work is to be completed may include improving a lower priority item. As maintenance and/or repair work is done to existing sidewalks, all replacement work will attempt to meet current ADA standards. If such work involves ADA ramps on one corner of an intersection, the receiving corner will be considered to be included in such work if it is not in compliance. Barrier removal is based on the field inventory conducted. As needs may arise, through either complaints from the public or by the City's own review, select specific locations may be addressed.

New or Reconstruction of Existing Walks and Ramps

New or reconstruction projects will include sidewalks, drives and ADA ramps in conformance with current design standards. Where practical, this will include full intersection ADA ramps where projects only involve a single approach.

Maintenance or Repair

As maintenance and/or repair work is done to existing sidewalks, all replacement work will meet current ADA standards where possible. Where practical, if such work involves ADA ramps on one corner of an intersection, the receiving corner will be included in such work if it is not in compliance.

New Construction or Reconstruction of Existing Private Facility

All permits for new construction or reconstruction of sidewalk, drives or intersection corners will be reviewed and required to be in compliance with current ADA standards.

Undue Burden and Funding Availability

The ADA does not require the City to take any action that it can demonstrate would result in a fundamental alteration in the nature of a program or activity, would create a hazardous condition for other people, or would represent an undue financial or administrative burden. This determination can only be made by the ADA Coordinator, department head, or designee and must be accompanied by a statement citing the reasons for reaching that conclusion. The determination that an undue financial or administrative burden would result will be based on an evaluation of all resources available for use in a program. For example, if a barrier removal action is judged unduly burdensome, the City must consider other options for providing access that would attempt to provide individuals with disabilities the benefits and services of the program and activity. Dependent upon funding availability, the City of Madison will continue to implement a barrier removal program within the right-of-way and its facilities. Accessibility improvements that can be made through general maintenance of City facilities (e.g. signage, clear pathways, relocation of restroom fixtures, etc.), or as part of the regular administrative duties of department staff (e.g. providing documents in alternate forms, training, website improvements, etc.) will typically be completed first; with larger capital improvements projects being completed when necessary funding is available. Standards currently implemented by the City of Madison, when undergoing new or improvement road projects, adhere to those ADA laws. The program is based on the inventory conducted by the City of Madison and it constitutes the Transition Plan of accessibility and upgrades.

TRAFFIC SIGNALS

The City of Madison has 8 signalized intersections that it controls. These signals will be upgraded to remove barriers as and meet current standards as adjacent projects are completed, requests for accommodation or grievances are filed and as funding allows. INDOT has 19 signalized

intersections within the City of Madison corporate limits. The City of Madison will alert INDOT to any requests for accommodation or grievances filed with the City of Madison, that are associated with INDOT signals.

Financial Plan and Schedule

The City of Madison will endeavor to provide funding annually in services, materials or contract replacement of deficiencies. In addition, the City will actively look for grants and other sources of funds from various programs available.

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APPENDIX A: Resolution Adopting ADA

Notice Under The Americans with Disabilities Act

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, the City of Madison will not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities.

Employment: The city does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of Bob Cooke-Human Resources, Purchasing, and ADA Coordinator (phone: 812-265-8300) as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a City program, service, or activity is not accessible to persons with disabilities should be directed to Bob Cooke, Director of Personnel, Purchasing, and ADA Compliance. (phone: 812-265-8300)

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

(This is Attachment A to the Settlement Agreement between the United States of America and the City of Madison, Indiana in DJ # 204-26S-156)

APPENDIX B: ADA Statement



NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), City of Madison, Indiana will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

All government agencies within the City of Madison, Indiana will not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

All departments of the City of Madison, Indiana will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the *City of Madison* programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

The agencies within the City of Madison, Indiana will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in the *City of Madison* offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the *City of Madison*, should contact the office of the Department of Planning and Community Development as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the *City of Madison* to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the *City of Madison* is not accessible to persons with disabilities should be directed to the Department of Planning and Community Development.

The City of Madison will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

APPENDIX C: Grievance Procedure

City of Madison, Indiana

Grievance Procedure under the Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the **City of Madison**. The City of Madison's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant or his or her designee, or both, as soon as possible but no later than 60 calendar days after the alleged violation to:

ADA Director

City of Madison
101 West Main Street
Madison, IN 47250

AND

City of Madison
Board of Public Works and Safety
101 West Main Street
Madison, IN 47250

Within 15 calendar days after receipt of the complaint, the director or assigned designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the director or assigned designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the City of Madison's position and offer options for substantive resolution of the complaint.

If the response by Department of Planning and Community Development's Director or assigned designee does not satisfactorily resolve the issue, the complainant or his or her designee, or both, may appeal the decision within 15 calendar *days after receipt of the response to the City of Madison Board of Public Works & Safety*, or assigned designee.

Within 15 calendar days after receipt of the appeal, the Board of Public Works and Safety or assigned designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15

calendar days after the meeting, the *City of Madison* will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the Department of Planning and Community Development Director or assigned designee, appeals to the **City of Madison** or assigned designee, and responses from these two offices will be retained by the **City of Madison** for at least three years.

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APPENDIX D: Public Facility Inventory and Assessment

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APPENDIX E: Parks and Recreation Inventory and Assessment

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APPENDIX F: Program Assessment

Due to the overlap of program locations with facility reviews addressed elsewhere in this document, and the diverse composition of programming, the City of Madison relies on input from employees and the public to determine potential barriers for each of its programs.

Program	Barrier	Barrier Number
River Roots Festival-Riverfront	None Identified	n/a
Ribberfest - Riverfront	None Identified	n/a
Madison Regatta - Riverfront	None Identified	n/a
Madison Chautauqua Festival - Downtown	None Identified	n/a
Halloween (City Wide)	None Identified	n/a
Christmas Parade - Downtown	None Identified	n/a

Targeted Barrier Removal Projects for Programs

The City of Madison has identified the following barriers for targeted improvements.

There are no known barriers at the above locations or in the above programs. However if any barriers are identified in the future, the following format will be used to address those barriers:

Barrier Number (1): (description of the barrier), located at (facility name, address, and other identifying information).

Proposed Improvement: (describe work to be done)

Anticipated Costs: (Itemized cost estimate)

Anticipated Date of Improvements: (Calendar year or month and year if known)

Barrier Number (2): (description of the barrier), located at (facility name, address, and other identifying information).

Proposed Improvement: (describe work to be done)

Anticipated Costs: (Itemized cost estimate)

Anticipated Date of Improvements: (Calendar year or month and year if known)

Barrier Number (3): (description of the barrier), located at (facility name, address, and other identifying information).

Proposed Improvement: (describe work to be done)

Anticipated Costs: (Itemized cost estimate)

Anticipated Date of Improvements: (Calendar year or month and year if known)

Barrier Number (4): (description of the barrier), located at (facility name, address, and other identifying information).

Proposed Improvement: (describe work to be done)

Anticipated Costs: (Itemized cost estimate)

Anticipated Date of Improvements: (Calendar year or month and year if known)

APPENDIX G: Curb Ramp Inventory

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Madison ADA Transition Plan

RAMP ID	Street1	Street2	E_DATE	E_TIME	E_PROJECT	X	Y	Z	TYPE	DOMES	NOTES	LANDING	SLOPE	XWALK	PASS_FAIL
100A	Michigan Rd.	State St.	1/2/2013	15:45:19	MADISON ADA	407732.4	1278636	775.218	H	YES		3		0 YES	PASS
100B	Michigan Rd.	State St.	1/2/2013	15:46:17	MADISON ADA	407702.8	1278633	757.991	H	YES		3		0 YES	PASS
103A	Craigmont St.	State St.	1/2/2013	15:49:42	MADISON ADA	405072.2	1279594	786.372		NO				0 NO	FAIL
103B	Craigmont St.	State St.	1/2/2013	15:49:11	MADISON ADA	405102.1	1279564	784.846		NO				0 NO	FAIL
103C	Craigmont St.	State St.	1/2/2013	15:50:24	MADISON ADA	405111	1279511	786.824		NO				0 NO	FAIL
104A	Craigmont St.	Miller St.	1/2/2013	17:03:43	MADISON ADA	405072.5	1280124	779.361		NO				0 NO	FAIL
104B	Craigmont St.	Miller St.	1/2/2013	17:03:14	MADISON ADA	405109.3	1280133	782.666		NO				0 NO	FAIL
104C	Craigmont St.	Miller St.	1/2/2013	17:00:44	MADISON ADA	405113.6	1280101	772.065		NO				0 NO	FAIL
104D	Craigmont St.	Miller St.	1/2/2013	17:02:10	MADISON ADA	405072.1	1280095	770.177		NO				0 NO	FAIL
105B	Craigmont St.	Mouset St.	1/2/2013	17:06:59	MADISON ADA	405117.4	1280773	783.345		NO				0 NO	FAIL
105C	Craigmont St.	Mouset St.	1/2/2013	17:07:31	MADISON ADA	405120.9	1280734	786.353		NO				0 NO	FAIL
106B	Craigmont St.	Johnson Ct.	1/2/2013	17:13:31	MADISON ADA	405094.2	1281407	788.209		NO				0 NO	FAIL
106C	Craigmont St.	Johnson Ct.	1/2/2013	17:13:03	MADISON ADA	405095.2	1281370	789.786		NO				0 NO	FAIL
107C	Craigmont St.	RC Ct.	1/2/2013	17:13:29	MADISON ADA	405098.9	1281685	791.78		NO				0 NO	FAIL
107C	Craigmont St.	RC Ct.	1/2/2013	17:14:01	MADISON ADA	405098.1	1281641	789.864		NO				0 NO	FAIL
108A	Craigmont St.	Highland Dr.	1/2/2013	14:26:00	MADISON ADA	405039.7	1281964	782.302		NO				0 NO	FAIL
108B	Craigmont St.	Highland Dr.	1/2/2013	14:24:52	MADISON ADA	405092.9	1282017	782.999		NO				0 NO	FAIL
108C	Craigmont St.	Highland Dr.	1/2/2013	14:25:24	MADISON ADA	405086.1	1281970	787.45		NO				0 NO	FAIL
108D	Craigmont St.	Highland Dr.	1/2/2013	14:26:27	MADISON ADA	405040.4	1281927	789.476		NO				0 NO	FAIL
109A	Craigmont St.	8th St.	1/2/2013	14:19:37	MADISON ADA	405041.7	1281096	783.551		NO				0 NO	FAIL
109D	Craigmont St.	8th St.	1/2/2013	14:20:09	MADISON ADA	405039.6	1281066	781.251		NO				0 NO	FAIL
10E	3rd St.	MI St.	3/7/2013	18:55:06	MADISON ADA	407795.4	1271463	372.765		NO				0 YES	FAIL
10F	3rd St.	MI St.	3/7/2013	18:55:31	MADISON ADA	407801.5	1271468	366.816		NO				0 YES	FAIL
10G	3rd St.	MI St.	3/7/2013	19:04:07	MADISON ADA	407859.8	1271450	375.452		NO				0 YES	FAIL
10H	3rd St.	MI St.	3/7/2013	19:03:33	MADISON ADA	407869.2	1271447	370.604		NO				0 YES	FAIL
10I	3rd St.	MI St.	3/7/2013	19:03:02	MADISON ADA	407857.9	1271409	377.311		NO				0 YES	FAIL
10J	3rd St.	MI St.	3/7/2013	19:02:14	MADISON ADA	407846.3	1271405	376.048		NO				0 NO	FAIL
10K	3rd St.	MI St.	3/7/2013	18:56:33	MADISON ADA	407794.1	1271420	374.717		NO				0 YES	FAIL
10L	3rd St.	MI St.	3/7/2013	18:56:06	MADISON ADA	407796.3	1271428	364.454		NO	INLET OBSTRUCTION			0 YES	FAIL
110A	Craigmont St.	Bellvue Dr.	1/2/2013	14:17:03	MADISON ADA	405087.7	1281498	770.82		NO				0 NO	FAIL
110B	Craigmont St.	Bellvue Dr.	3/2/2013	16:23:49	MADISON ADA	405085.2	1281498	776.751		NO				0 NO	FAIL
110C	Craigmont St.	Bellvue Dr.	3/2/2013	16:23:54	MADISON ADA	405083.6	1281462	782.827		NO				0 NO	FAIL
110D	Craigmont St.	Bellvue Dr.	1/2/2013	14:18:04	MADISON ADA	405083.7	1281459	776.611		NO				0 NO	FAIL
111A	Cedarwood Dr.	Bellvue Dr.	3/2/2013	16:15:12	MADISON ADA	405434.7	1283501	784.535		NO				0 NO	FAIL
111B	Cedarwood Dr.	Bellvue Dr.	3/2/2013	16:16:05	MADISON ADA	405451.9	1283499	786.499		NO				0 NO	FAIL
112B	Cedarwood Dr.	Crestwood Dr.	3/2/2013	15:58:28	MADISON ADA	405457.6	1283787	790.534		NO				0 NO	FAIL
112C	Cedarwood Dr.	Crestwood Dr.	3/2/2013	16:00:10	MADISON ADA	405458.9	1283750	793.585		NO				0 NO	FAIL
113C	Blackmore St.	Bellvue Dr.	3/2/2013	16:13:16	MADISON ADA	406101.4	1283457	795.672		NO				0 NO	FAIL
113D	Blackmore St.	Bellvue Dr.	3/2/2013	16:12:52	MADISON ADA	406064.5	1283457	787.988		NO				0 NO	FAIL
114E	Cedarwood Dr.	Crestwood Dr.	1/2/2013	14:12:16	MADISON ADA	407202	1283943	827.593		NO				0 NO	FAIL
114F	Cedarwood Dr.	Crestwood Dr.	3/2/2013	15:26:48	MADISON ADA	407195.2	1283951	807.842		NO				0 NO	FAIL
114G	Cedarwood Dr.	Crestwood Dr.	3/2/2013	15:27:34	MADISON ADA	407236.2	1283963	799.43		NO				0 NO	FAIL
114H	Cedarwood Dr.	Crestwood Dr.	1/2/2013	14:12:51	MADISON ADA	407238.9	1283956	798.626		NO				0 NO	FAIL
114I	Cedarwood Dr.	Crestwood Dr.	3/2/2013	14:13:19	MADISON ADA	407272.9	1283927	795.921		NO				0 NO	FAIL
114J	Cedarwood Dr.	Crestwood Dr.	3/2/2013	15:28:21	MADISON ADA	407264	1283927	809.78		NO				0 NO	FAIL
114K	Cedarwood Dr.	Crestwood Dr.	1/2/2013	14:13:53	MADISON ADA	407225.6	1283916	791.732		NO				0 NO	FAIL
114L	Cedarwood Dr.	Crestwood Dr.	3/2/2013	15:29:05	MADISON ADA	407238.9	1283916	810.404		NO				0 NO	FAIL
115E	Michigan Rd.	Crestwood Dr.	1/2/2013	14:08:48	MADISON ADA	407688.1	1283985	794.608	A	YES		3		0 YES	PASS
115F	Michigan Rd.	Crestwood Dr.	3/2/2013	15:22:12	MADISON ADA	407686.2	1283995	805.667	A	YES		3		0 YES	PASS
115K	Michigan Rd.	Crestwood Dr.	3/2/2013	15:23:31	MADISON ADA	407687.9	1283954	802.564	A	YES		3		0 YES	PASS

Madison ADA Transition Plan

115L	Michigan Rd.	Crestwood Dr.	1/2/2013	14-1004	MMORCON ADA	407687.6	1281953	795.516 A	YES			3	0 NO	PA SS
116A	Michigan Rd.	Cherry Dr.	1/2/2013	14-5457	MMORCON ADA	407688.1	1281311	804.399 A	YES			3	0 YES	PA SS
116B	Michigan Rd.	Cherry Dr.	1/2/2013	14-5553	MMORCON ADA	407689.4	1281285	801.666 H	YES			3	0 YES	PA SS
117A	Michigan Rd.	Cherry Dr.	1/2/2013	14-5756	MMORCON ADA	407701.7	1282251	779.964 H	YES			3	0 YES	PA SS
117B	Michigan Rd.	Cherry Dr.	1/2/2013	14-5857	MMORCON ADA	407698.9	1282181	771.044 H	YES			3	0 YES	PA SS
118C	Ross St.	Ross Pl.	1/2/2013	14-5354	MMORCON ADA	406732	1282460	802.601	NO				0 NO	FAIL
118D	Ross St.	Ross Pl.	1/2/2013	14-5325	MMORCON ADA	406690.8	1282459	799.711	NO				0 NO	FAIL
119A	Ross St.	Blackstone St.	1/2/2013	14-3921	MMORCON ADA	406066.9	1283171	785.356	NO				0 NO	FAIL
119B	Ross St.	Blackstone St.	1/2/2013	14-3954	MMORCON ADA	406111.5	1283176	786.642	NO				0 NO	FAIL
119C	Ross St.	Blackstone St.	1/2/2013	14-3830	MMORCON ADA	406108.5	1283139	790.677	NO				0 NO	FAIL
119D	Ross St.	Blackstone St.	1/2/2013	14-3856	MMORCON ADA	406066.5	1283125	792.991	NO				0 NO	FAIL
11A	3rd St.	Cragmont St.	3/7/2013	18-2739	MMORCON ADA	406202.6	1277855	361.249	NO				0 NO	FAIL
11B	3rd St.	Cragmont St.	3/7/2013	18-2652	MMORCON ADA	406247.1	1277838	371.207	NO				0 NO	FAIL
11C	3rd St.	Cragmont St.	3/7/2013	18-2621	MMORCON ADA	406248.1	1277804	368.079	NO				0 NO	FAIL
11D	3rd St.	Cragmont St.	3/7/2013	18-2811	MMORCON ADA	406198.4	1277816	372.483	NO				0 NO	FAIL
120C	Hargan Dr.	Ross Pl.	1/2/2013	14-3313	MMORCON ADA	405742.2	1281112	786.515	NO				0 NO	FAIL
120D	Hargan Dr.	Ross Pl.	1/2/2013	14-3258	MMORCON ADA	405693	1281113	792.376	NO				0 NO	FAIL
121A	Hargan Dr.	Crescent St.	1/2/2013	14-3015	MMORCON ADA	405695.9	1281576	804.358	NO				0 NO	FAIL
121B	Hargan Dr.	Crescent St.	1/2/2013	14-3048	MMORCON ADA	405695.2	1281536	808.323	NO				0 NO	FAIL
122A	Hargan Dr.	Blackstone St.	1/2/2013	14-4241	MMORCON ADA	405936.4	1282148	797.202	NO				0 NO	FAIL
122B	Hargan Dr.	Blackstone St.	1/2/2013	14-4311	MMORCON ADA	405978.6	1282238	798.572	NO				0 NO	FAIL
122C	Hargan Dr.	Blackstone St.	1/2/2013	14-4338	MMORCON ADA	405957.1	1282197	797.416	NO				0 NO	FAIL
122D	Hargan Dr.	Blackstone St.	1/2/2013	14-4410	MMORCON ADA	405939.8	1282113	807.971	NO				0 NO	FAIL
123A	Highland Dr.	Crescent St.	1/2/2013	14-2752	MMORCON ADA	405387.1	1282021	794.366	NO				0 NO	FAIL
123B	Highland Dr.	Crescent St.	1/2/2013	14-2818	MMORCON ADA	405428.5	1282026	797.996	NO				0 NO	FAIL
124A	Highland Dr.	Blackstone St.	1/2/2013	14-4525	MMORCON ADA	405842.8	1281965	785.359	NO				0 NO	FAIL
124B	Highland Dr.	Blackstone St.	1/2/2013	14-4555	MMORCON ADA	405875.3	1281958	789.254	NO				0 NO	FAIL
125A	Highland Dr.	Ross Pl.	1/2/2013	14-4726	MMORCON ADA	406696.1	1281935	801.068	NO				0 NO	FAIL
125D	Highland Dr.	Ross Pl.	1/2/2013	14-4802	MMORCON ADA	406691.8	1281891	800.852	NO				0 NO	FAIL
126A	Hargan Dr.	Ross Pl.	1/2/2013	14-4939	MMORCON ADA	406694.5	1282221	805.064	NO				0 NO	FAIL
126D	Hargan Dr.	Ross Pl.	1/2/2013	14-4909	MMORCON ADA	406694.5	1282179	798.38	NO				0 NO	FAIL
127A	Montclair St.	Ross St.	1/2/2013	15-0519	MMORCON ADA	406705.2	1281618	806.094	NO				0 NO	FAIL
127B	Montclair St.	Ross St.	1/2/2013	15-0550	MMORCON ADA	406736.6	1281609	804.715	NO				0 NO	FAIL
127C	Montclair St.	Ross St.	1/2/2013	15-0624	MMORCON ADA	406737.5	1281570	800.905	NO				0 NO	FAIL
128A	Michigan Rd.	Montclair St.	1/2/2013	15-0310	MMORCON ADA	407709.3	1281645	790.405 A	YES			3	0 YES	PA SS
128D	Michigan Rd.	Montclair St.	1/2/2013	15-0313	MMORCON ADA	407707.9	1281588	770.484 A	YES			3	0 YES	PA SS
129A	Michigan Rd.	Hooten Blvd.	1/2/2013	15-1308	MMORCON ADA	407712.2	1280855	786.21 H	YES			3	0 YES	PA SS
129D	Michigan Rd.	Hooten Blvd.	1/2/2013	15-1306	MMORCON ADA	407711	1280818	776.092 H	YES			3	0,7 YES	PA SS
12C	3rd St.	Wall St.	3/7/2013	18-1916	MMORCON ADA	405752.1	1277919	371.485	NO				0 NO	FAIL
12D	3rd St.	Wall St.	3/7/2013	18-1905	MMORCON ADA	405717.7	1277931	376.151	NO				0 NO	FAIL
130C	Mooser St.	Blackstone St.	1/2/2013	15-2141	MMORCON ADA	405842.7	1280758	783.988	NO				0 NO	FAIL
130D	Mooser St.	Blackstone St.	1/2/2013	15-2108	MMORCON ADA	405800.1	1280758	784.76	NO				0 NO	FAIL
131A	Green Rd.	Marion St.	1/2/2013	15-5741	MMORCON ADA	405434.4	1279822	795.349	NO				0 NO	FAIL
131B	Green Rd.	Marion St.	1/2/2013	15-5714	MMORCON ADA	405461.6	1279822	796.965	NO				0 NO	FAIL
133A	Michigan Rd.	Cherry Tree	1/2/2013	15-1437	MMORCON ADA	407731.5	1279359	759.901 H	YES			3	0 YES	PA SS
133D	Michigan Rd.	Cherry Tree	1/2/2013	15-1535	MMORCON ADA	407731.7	1279294	757.11 H	YES			3	0 YES	PA SS
133A	Meadowood Dr.	Valley Dr.	1/2/2013	17-4335	MMORCON ADA	396435.8	1284557	723.695	NO				0 NO	FAIL
133B	Meadowood Dr.	Valley Dr.	1/2/2013	17-4323	MMORCON ADA	396482.2	1284564	725.267	NO				0 NO	FAIL
133C	Meadowood Dr.	Valley Dr.	1/2/2013	17-4508	MMORCON ADA	396609.4	1284536	718.725	NO				0 NO	FAIL
133D	Meadowood Dr.	Valley Dr.	1/2/2013	17-4612	MMORCON ADA	396573.6	1284532	724.527	NO				0 NO	FAIL
134B	Oak Hill Dr.	Basswood Dr.	1/2/2013	17-3919	MMORCON ADA	396196.5	1285617	734.011	NO				0 NO	FAIL

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134C	Oak Hill Dr.	Bariswood Dr.	1/2/2013	17-3951	MADISON ADA	366198.6	1285581	727,969	NO	O NO	FAIL
135C	Oak Hill Dr.	Meadowood Dr	1/2/2013	17-3740	MADISON ADA	366487.5	1285575	740,248	NO	O NO	FAIL
136C	Oak Hill Dr.	Springwood Dr.	1/2/2013	17-3768	MADISON ADA	366778.7	1285565	747,562	NO	O NO	FAIL
137C	Oak Hill Dr.	Springwood Dr.	1/2/2013	17-3846	MADISON ADA	36737.3	1285579	743,213	NO	O NO	FAIL
138A	Oak Hill Dr.	Martha Pl.	1/2/2013	17-3846	MADISON ADA	367782.3	1285569	741,125	NO	O NO	FAIL
138B	Oak Hill Dr.	Martha Pl.	1/2/2013	17-3806	MADISON ADA	367751.9	1285574	732.8	NO	O NO	FAIL
138C	Oak Hill Dr.	Oak Hill Cl.	1/2/2013	17-2953	MADISON ADA	367466.6	1285683	747.06	NO	O NO	FAIL
138D	Oak Hill Dr.	Oak Hill Cl.	1/2/2013	17-2952	MADISON ADA	367507.2	1285706	729,392	NO	O NO	FAIL
139	3rd St.	Oak Hill Cl.	1/2/2013	17-3101	MADISON ADA	367537	1285672	740,645	NO	O NO	FAIL
140B	Maple Ave.	West end	1/2/2013	17-3027	MADISON ADA	367491.2	1285648	749,283	NO	O NO	FAIL
141C	Vaughn St.	West end	1/2/2013	18-1616	MADISON ADA	405288.7	1272071	373,727	NO	O NO	FAIL
142B	3rd St.	Gladale Ln.	1/2/2013	18-1551	MADISON ADA	405275	1272042	370,566	NO	O NO	FAIL
143C	3rd St.	Poplar St.	1/2/2013	17-2254	MADISON ADA	368145.4	1284658	739,051	NO	O NO	FAIL
144C	2nd St.	Poplar St.	1/2/2013	15-5746	MADISON ADA	409026.2	1288425	330,302	NO	O NO	FAIL
145A	3rd St.	Poplar St.	1/2/2013	18-1450	MADISON ADA	409167.4	1270019	320,357	NO	O NO	FAIL
146B	3rd St.	Poplar St.	1/2/2013	18-1543	MADISON ADA	409153.8	1270002	361,418	NO	O NO	FAIL
147C	3rd St.	Poplar St.	1/2/2013	18-1543	MADISON ADA	409130.9	1270010	368,332	NO	O NO	FAIL
148D	3rd St.	East St.	1/2/2013	18-3859	MADISON ADA	411536.3	1289726	364,376	NO	O NO	FAIL
149B	3rd St.	East St.	1/2/2013	18-3828	MADISON ADA	411535.2	1289684	366,432	NO	O NO	FAIL
150A	2nd St.	Pearl St.	1/2/2013	17-0246	MADISON ADA	406346.3	1270917	355,346	NO	O NO	FAIL
151C	3rd St.	Pearl St.	1/2/2013	17-0215	MADISON ADA	406307.1	1270929	355,334	NO	O NO	FAIL
152B	3rd St.	Private Dr.	1/2/2013	18-4752	MADISON ADA	407390.6	1271561	369,846	NO	O NO	FAIL
153D	3rd St.	Private Dr.	1/2/2013	18-4821	MADISON ADA	407407.2	1271556	380,225	NO	O NO	FAIL
154A	3rd St.	Private Dr.	1/2/2013	18-4803	MADISON ADA	407438.8	1271512	373,423	NO	O YES	FAIL
155B	3rd St.	Private Dr.	1/2/2013	18-5024	MADISON ADA	407391	1271522	370,384	NO	O YES	FAIL
156A	9th St.	Elm St.	1/2/2013	16-3249	MADISON ADA	408808.5	1272052	349,669	NO	O NO	FAIL
157C	9th St.	Elm St.	1/2/2013	16-3124	MADISON ADA	408852.9	1272018	355,927	NO	O NO	FAIL
158D	9th St.	Elm St.	1/2/2013	16-3404	MADISON ADA	408835.7	1272003	356,033	NO	O NO	FAIL
159A	Main St.	Madison St.	1/2/2013	13-4356	MADISON ADA	409688.6	1271952	379,343	NO	O NO	FAIL
160B	Main St.	Madison St.	1/2/2013	13-4537	MADISON ADA	404278.1	1271842	392,883	NO	O NO	FAIL
161C	Main St.	Madison St.	1/2/2013	13-4604	MADISON ADA	404208.6	1271845	389,127	NO	O NO	FAIL
162D	Michigan Rd.	Private Dr.	1/2/2013	13-4900	MADISON ADA	407682.3	1284518	797,305 H	YES	O NO	PASS
163A	Main St.	Madison St.	1/2/2013	13-4856	MADISON ADA	405136.8	1271714	367,493	NO	O NO	FAIL
164B	Main St.	Madison St.	1/2/2013	13-4923	MADISON ADA	405161.2	1271679	382,999	NO	O NO	FAIL
165C	Main St.	Madison St.	1/2/2013	13-5000	MADISON ADA	405133.8	1271638	378,908	NO	O NO	FAIL
166D	Main St.	Madison St.	1/2/2013	13-5032	MADISON ADA	405106.4	1271631	381,761	NO	O NO	FAIL
167A	Cedarwood Dr.	Bank St.	1/2/2013	15-3809	MADISON ADA	407961.1	1284158	805,073	NO	O NO	FAIL
168B	Cedarwood Dr.	Bank St.	1/2/2013	15-3835	MADISON ADA	407705.8	1284135	805,406	NO	O NO	FAIL
169C	Cedarwood Dr.	Cliffy Ct.	1/2/2013	15-5311	MADISON ADA	406391.7	1284149	800,039	NO	O NO	FAIL
170A	Cedarwood Dr.	Cliffy Ct.	1/2/2013	15-5406	MADISON ADA	406431.8	1284151	801,379	NO	O NO	FAIL
171B	Michigan Rd.	Private Dr.	1/2/2013	13-5115	MADISON ADA	407688.5	1284160	793,917 H	YES	O NO	PASS
172D	Michigan Rd.	Private Dr.	1/2/2013	13-5423	MADISON ADA	407692.4	1284102	796,483 H	YES	O NO	PASS
173A	Monter St.	Ross St.	1/2/2013	15-0905	MADISON ADA	406699.9	1280337	805,605	NO	O NO	FAIL
174B	Monter St.	Ross St.	1/2/2013	15-0833	MADISON ADA	406696.8	1280397	797,711	NO	O NO	FAIL
175C	Michigan Rd.	Hooden Blvd.	1/2/2013	15-1437	MADISON ADA	407702.8	1280441	786,894 A	YES	O YES	PASS
176D	Michigan Rd.	Hooden Blvd.	1/2/2013	15-2622	MADISON ADA	407703.6	1280391	780,202 A	YES	O YES	PASS
177A	Michigan Rd.	Green Rd.	1/2/2013	15-2524	MADISON ADA	407730.5	1279913	791,832 H	YES	O YES	PASS
178B	Michigan Rd.	Green Rd.	1/2/2013	15-2810	MADISON ADA	407706	1279946	780,359 H	YES	O YES	PASS
179C	Maple Hill Dr.	Madison St.	1/2/2013	15-1939	MADISON ADA	405402.1	1280498	793,112	NO	O NO	FAIL
180D	Maple Hill Dr.	Madison St.	1/2/2013	15-2009	MADISON ADA	405840.2	1280499	790,178	NO	O NO	FAIL

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157B	Springwood Dr.	Bernard Pl.	1/2/2013	17-1922	MADISON ADA	366784.3	1285237	735,454	NO	O NO	FAIL
157D	Springwood Dr.	Bernard Pl.	1/2/2013	17-1051	MADISON ADA	366789.3	1285190	735,774	NO	O NO	FAIL
158B	Springwood Dr.	Kathryn Rl.	1/2/2013	17-1210	MADISON ADA	396831	1284907	737,605	NO	O NO	FAIL
158C	Springwood Dr.	Kathryn Rl.	1/2/2013	17-1742	MADISON ADA	366838.6	1284870	724,867	NO	O NO	FAIL
159A	Magnolia Ave.	Orchid Ave.	1/2/2013	17-2535	MADISON ADA	388191.9	1284697	717,811	NO	O NO	FAIL
159B	Magnolia Ave.	Orchid Ave.	1/2/2013	17-2457	MADISON ADA	388463.4	1284689	735,895	NO	O NO	FAIL
15A	Main St.	Wall St.	3/12/2013	13-5223	MADISON ADA	405634.1	1271586	382,409	NO	O NO	FAIL
15B	Main St.	Wall St.	3/12/2013	13-5259	MADISON ADA	405668.9	1271576	381,462	NO	O NO	FAIL
160A	Craigmont St.	7th St.	1/2/2013	14-2146	MADISON ADA	405040.1	1280126	794,511	NO	O NO	FAIL
160D	Craigmont St.	7th St.	1/2/2013	14-2312	MADISON ADA	405038	1282496	790,139	NO	O NO	FAIL
163A	Craigmont St.	Green Rd.	1/2/2013	15-5424	MADISON ADA	405074.7	1279810	791,95	NO	O NO	FAIL
163C	Craigmont St.	Green Rd.	1/2/2013	15-5259	MADISON ADA	405106.9	1279785	783,302	NO	O NO	FAIL
163D	Craigmont St.	Green Rd.	1/2/2013	15-5328	MADISON ADA	405074.3	1279767	770,297	NO	O NO	FAIL
162A	Green Rd.	Blackmore St.	1/2/2013	15-5938	MADISON ADA	405802.2	1278828	793,213	NO	O NO	FAIL
162B	Green Rd.	Blackmore St.	1/2/2013	16-0003	MADISON ADA	405823.8	1278829	807,267	NO	O NO	FAIL
163A	Craigmont St.	Phillips Ln.	1/2/2013	17-0438	MADISON ADA	405066.6	1280401	786,514	NO	O NO	FAIL
163D	Craigmont St.	Phillips Ln.	1/2/2013	17-0505	MADISON ADA	405068.9	1280370	779,496	NO	O NO	FAIL
164A	Main St.	Oak St.	3/12/2013	14-0658	MADISON ADA	407036.8	1271252	384,507	NO	O NO	FAIL
164B	Main St.	Oak St.	3/12/2013	14-0730	MADISON ADA	407035.6	1271249	370,072	NO	O NO	FAIL
165C	Main St.	Central Ave.	3/12/2013	14-1958	MADISON ADA	409612	1270539	371,703	NO	O NO	FAIL
165D	Main St.	Central Ave.	3/12/2013	14-5029	MADISON ADA	409575.7	1270548	381,372	NO	O NO	FAIL
16E	Main St.	Craigmont St.	3/12/2013	14-0217	MADISON ADA	406102.6	1271464	379,282	NO	O YES	FAIL
16F	Main St.	Craigmont St.	3/12/2013	14-0251	MADISON ADA	406113.8	1271474	376,28	NO	O YES	FAIL
16G	Main St.	Craigmont St.	3/12/2013	14-0315	MADISON ADA	406195.9	1271458	374,631	NO	O YES	FAIL
16H	Main St.	Craigmont St.	3/12/2013	13-5509	MADISON ADA	406138.5	1271451	371,315	NO	O YES	FAIL
16J	Main St.	Craigmont St.	3/12/2013	13-5611	MADISON ADA	406138.2	1271382	372,079	NO	O NO	FAIL
16I	Main St.	Craigmont St.	3/12/2013	13-5637	MADISON ADA	406146.4	1271389	378.4	NO	O YES	FAIL
16K	Main St.	Craigmont St.	3/12/2013	13-5539	MADISON ADA	406097.1	1271391	383,011	NO	O YES	FAIL
16L	Main St.	Craigmont St.	3/12/2013	13-5502	MADISON ADA	406090.1	1271405	375,83	NO	O YES	FAIL
17E	Main St.	Mill St.	3/12/2013	14-1211	MADISON ADA	407706.6	1271076	390,005	NO	O YES	FAIL
17F	Main St.	Mill St.	3/12/2013	14-1212	MADISON ADA	407711.6	1271084	383,005	NO	O YES	FAIL
17G	Main St.	Mill St.	3/12/2013	14-1821	MADISON ADA	407766.8	1271064	388,814	NO	O YES	FAIL
17H	Main St.	Mill St.	3/12/2013	14-1850	MADISON ADA	407772.2	1271059	380,881	NO	O YES	FAIL
17I	Main St.	Mill St.	3/12/2013	14-1927	MADISON ADA	407754.4	1270999	386,804	NO	O YES	FAIL
17J	Main St.	Mill St.	3/12/2013	14-1956	MADISON ADA	407790.1	1270989	380,387	NO	O YES	FAIL
17K	Main St.	Mill St.	3/12/2013	14-2037	MADISON ADA	407696.2	1271003	387,234	NO	O YES	FAIL
17L	Main St.	Mill St.	3/12/2013	14-2105	MADISON ADA	407693.5	1271014	382,368	NO	O YES	FAIL
18E	Main St.	Vine St.	3/12/2013	14-2100	MADISON ADA	408198.7	1270968	381,041	NO	O YES	FAIL
18F	Main St.	Vine St.	3/12/2013	14-2131	MADISON ADA	408164.9	1270977	378,728	NO	O YES	FAIL
18G	Main St.	Vine St.	3/12/2013	14-2412	MADISON ADA	408223.7	1270960	379,231	NO	O YES	FAIL
18H	Main St.	Vine St.	3/12/2013	14-2438	MADISON ADA	408226.4	1270949	379,42	NO	O YES	FAIL
18I	Main St.	Vine St.	3/12/2013	14-2523	MADISON ADA	408214.6	1270877	377,638	NO	O YES	FAIL
18J	Main St.	Vine St.	3/12/2013	14-2551	MADISON ADA	408206.6	1270878	380,74	NO	O YES	FAIL
18K	Main St.	Vine St.	3/12/2013	14-2632	MADISON ADA	408190.6	1270896	379,441	NO	O YES	FAIL
18L	Main St.	Vine St.	3/12/2013	14-2701	MADISON ADA	408147.8	1270907	382,538	NO	O YES	FAIL
19E	Main St.	Elm St.	3/12/2013	14-2903	MADISON ADA	408498.7	1270881	381,795	NO	O YES	FAIL
19F	Main St.	Elm St.	3/12/2013	14-2933	MADISON ADA	408509	1270891	379,659	NO	O YES	FAIL
19G	Main St.	Elm St.	3/12/2013	14-3012	MADISON ADA	408562.8	1270877	382,708	NO	O YES	FAIL
19H	Main St.	Elm St.	3/12/2013	14-3042	MADISON ADA	408566.2	1270864	372,322	NO	O YES	FAIL
19I	Main St.	Elm St.	3/12/2013	14-3128	MADISON ADA	408547.5	1270799	384,882	NO	O YES	FAIL
19J	Main St.	Elm St.	3/12/2013	14-3200	MADISON ADA	408540.9	1270792	282,828	NO	O YES	FAIL

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19K	Main St.	Elm St.	3/12/2013	14-03245 MADISON ADA1	408488.7	1270009	377.315	NO			0 YES	FAIL
19L	Main St.	Elm St.	3/12/2013	14-03113 MADISON ADA1	408488.8	1270017	377.494	NO			0 YES	FAIL
20C	Main St.	Marine St.	3/12/2013	13-01302 MADISON ADA1	403683.9	1271954	379.029	NO			0 NO	FAIL
20E	3rd St.	Broadway St.	3/8/2013	14-05813 MADISON ADA1	408997.3	1271169	386.406	NO			0 NO	FAIL
20F	3rd St.	Broadway St.	3/8/2013	14-05812 MADISON ADA1	409008.8	1271177	381.248	NO			0 NO	FAIL
20G	3rd St.	Broadway St.	3/8/2013	15-00031 MADISON ADA1	409096.1	1271152	381.287	NO			0 NO	FAIL
20H	3rd St.	Broadway St.	3/8/2013	15-01003 MADISON ADA1	409104.4	1271146	377.7	NO			0 NO	FAIL
20I	3rd St.	Broadway St.	3/8/2013	15-02135 MADISON ADA1	409086.6	1271130	375.484	NO			0 NO	FAIL
20J	3rd St.	Broadway St.	3/8/2013	15-02113 MADISON ADA1	409086.6	1271109	386.958	NO			0 NO	FAIL
20K	3rd St.	Broadway St.	3/8/2013	15-02558 MADISON ADA1	409007	1271129	386.317	NO			0 NO	FAIL
20L	3rd St.	Broadway St.	3/8/2013	15-03226 MADISON ADA1	408996.8	1271140	383.886	NO			0 NO	FAIL
21E	Presbyterian Ave.	Broadway St.	3/8/2013	16-02053 MADISON ADA1	409050	1271386	377.879	NO			0 NO	FAIL
21F	Presbyterian Ave.	Broadway St.	3/8/2013	16-02122 MADISON ADA1	409060.4	1271398	382.346	NO			0 NO	FAIL
21G	Presbyterian Ave.	Broadway St.	3/8/2013	16-01747 MADISON ADA1	409153.2	1271371	380.372	NO			0 NO	FAIL
21H	Presbyterian Ave.	Broadway St.	3/8/2013	16-01816 MADISON ADA1	409163.1	1271360	372.646	NO			0 NO	FAIL
21J	Presbyterian Ave.	Broadway St.	3/8/2013	16-01849 MADISON ADA1	409153.8	1271321	375.606	NO			0 NO	FAIL
21K	Presbyterian Ave.	Broadway St.	3/8/2013	16-01928 MADISON ADA1	409142.6	1271320	376.536	NO			0 NO	FAIL
21L	Presbyterian Ave.	Broadway St.	3/8/2013	16-02207 MADISON ADA1	409052.3	1271349	384.331	NO			0 NO	FAIL
21M	Presbyterian Ave.	Broadway St.	3/8/2013	16-02248 MADISON ADA1	409041	1271363	379.318	NO			0 NO	FAIL
22I	Presbyterian Ave.	Poplar St.	3/8/2013	16-01355 MADISON ADA1	409496.8	1271246	381.497	NO			0 NO	FAIL
22J	Presbyterian Ave.	Poplar St.	3/8/2013	16-01424 MADISON ADA1	409431.6	1271249	373.399	NO			0 NO	FAIL
22K	Presbyterian Ave.	Poplar St.	3/8/2013	16-01526 MADISON ADA1	409431.6	1271255	376.897	NO			0 NO	FAIL
22L	Presbyterian Ave.	Poplar St.	3/8/2013	16-08227 MADISON ADA1	40907.6	1271389	373.216	NO			0 NO	FAIL
23B	4th St.	West St.	3/8/2013	16-09211 MADISON ADA1	409811.3	1271351	368.427	NO			0 NO	FAIL
23J	4th St.	West St.	3/8/2013	16-09446 MADISON ADA1	409808.4	1271342	371.055	NO			0 NO	FAIL
24A	4th St.	Mulberry St.	3/8/2013	16-04316 MADISON ADA1	410175.7	1271392	371.865	NO			0 NO	FAIL
24B	4th St.	Mulberry St.	3/8/2013	16-09615 MADISON ADA1	410221.3	1271392	372.852	NO			0 NO	FAIL
24C	4th St.	Mulberry St.	3/8/2013	16-09558 MADISON ADA1	410221.6	1271352	370.003	NO			0 NO	FAIL
24D	4th St.	Jefferson St.	3/8/2013	16-00842 MADISON ADA1	410175.6	1271353	370.929	NO			0 NO	FAIL
25A	4th St.	Jefferson St.	3/8/2013	15-03854 MADISON ADA1	410667	1271398	378.412	NO			0 NO	FAIL
25B	4th St.	Jefferson St.	3/8/2013	16-00210 MADISON ADA1	410667	1271398	369.878	NO			0 NO	FAIL
25C	4th St.	Jefferson St.	3/8/2013	16-01009 MADISON ADA1	410676.3	1271348	368.635	NO			0 NO	FAIL
25D	4th St.	Jefferson St.	3/8/2013	16-02009 MADISON ADA1	410585.6	1271348	370.131	NO			0 NO	FAIL
26A	4th St.	Walnut St.	3/8/2013	15-04314 MADISON ADA1	411034.2	1271411	365.442	NO			0 YES	FAIL
26B	4th St.	Walnut St.	3/8/2013	15-05518 MADISON ADA1	411086.8	1271407	371.849	NO			0 YES	FAIL
26C	4th St.	Walnut St.	3/8/2013	15-05558 MADISON ADA1	411086.5	1271353	375.857	NO			0 YES	FAIL
26D	4th St.	Walnut St.	3/8/2013	15-05641 MADISON ADA1	411042.4	1271364	376.22	NO			0 YES	FAIL
27A	4th St.	East St.	3/8/2013	15-05504 MADISON ADA1	411446.9	1271411	381.307	NO			0 NO	FAIL
27C	4th St.	East St.	3/8/2013	15-05235 MADISON ADA1	411491.5	1271363	381.414	NO			0 NO	FAIL
27D	4th St.	East St.	3/8/2013	15-05352 MADISON ADA1	411446.5	1271364	385.034	NO			0 NO	FAIL
28C	3rd St.	St Michaels Ave.	3/8/2013	15-06039 MADISON ADA1	411871.3	1270949	398.902	NO			0 NO	FAIL
28D	3rd St.	St Michaels Ave.	3/8/2013	15-06603 MADISON ADA1	411823.6	1270955	399.085	NO			0 NO	FAIL
29A	3rd St.	East St.	3/8/2013	15-04405 MADISON ADA1	411435.6	1271001	374.524	NO			0 NO	FAIL
29B	3rd St.	East St.	3/8/2013	15-04439 MADISON ADA1	411501.7	1271002	376.624	NO			0 NO	FAIL
29C	3rd St.	East St.	3/8/2013	15-04250 MADISON ADA1	411501.2	1270963	383.057	NO			0 NO	FAIL
29D	3rd St.	East St.	3/8/2013	15-04331 MADISON ADA1	411495.9	1270953	383.086	NO			0 NO	FAIL
2A	5th St.	Walnut St.	3/8/2013	16-05312 MADISON ADA1	411028.1	1271766	383.975	NO			0 YES	FAIL
2B	5th St.	Walnut St.	3/8/2013	16-05313 MADISON ADA1	411089.1	1271769	372.384	NO			0 YES	FAIL
2C	5th St.	Walnut St.	3/8/2013	16-05355 MADISON ADA1	411074.2	1271731	378.463	NO			0 YES	FAIL
2D	5th St.	Walnut St.	3/8/2013	16-05235 MADISON ADA1	411028.9	1271727	380.988	NO			0 YES	FAIL

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30A	3rd St.	Walnut St.	3/8/2013	15-03757	MADISON ADA1	411041.5	1270996	378,904	NO			O YES	FAIL
30B	3rd St.	Walnut St.	3/8/2013	15-03844	MADISON ADA1	411087.8	1270994	381,397	NO			O YES	FAIL
30C	3rd St.	Walnut St.	3/8/2013	15-03831	MADISON ADA1	411090.4	1270949	378,333	NO			O NO	FAIL
30K	3rd St.	Walnut St.	3/8/2013	15-04010	MADISON ADA1	411048.7	1270949	378,712	NO			O YES	FAIL
30L	3rd St.	Walnut St.	3/8/2013	15-04041	MADISON ADA1	411041.5	1270948	377,977	NO			O NO	FAIL
31A	3rd St.	Jefferson St.	3/8/2013	15-03200	MADISON ADA1	4110587	1270990	381,441	NO			O YES	FAIL
31B	3rd St.	Jefferson St.	3/8/2013	15-03604	MADISON ADA1	410682.5	1270994	379,471	NO			O YES	FAIL
31C	3rd St.	Jefferson St.	3/8/2013	15-03256	MADISON ADA1	410681.7	1270940	382,948	NO			O NO	FAIL
31C1	3rd St.	Jefferson St.	3/8/2013	15-03277	MADISON ADA1	410640.1	1270939	385,984	NO			O NO	FAIL
31D	3rd St.	Jefferson St.	3/8/2013	15-03436	MADISON ADA1	410598.4	1270943	384,963	NO			O YES	FAIL
31D1	3rd St.	Jefferson St.	3/8/2013	15-03559	MADISON ADA1	410628.2	1270936	387,531	NO			O NO	FAIL
32C	3rd St.	Mulberry St.	3/8/2013	15-03545	MADISON ADA1	410130.8	1270942	393,583	NO			O NO	FAIL
32D	3rd St.	Mulberry St.	3/8/2013	15-01620	MADISON ADA1	410179.7	1270937	392,026	NO			O NO	FAIL
32E	3rd St.	Mulberry St.	3/8/2013	15-01655	MADISON ADA1	410176.9	1270981	386,343	NO			O NO	FAIL
32F	3rd St.	Mulberry St.	3/8/2013	15-01720	MADISON ADA1	410183.4	1270987	389,085	NO			O NO	FAIL
32G	3rd St.	Mulberry St.	3/8/2013	15-01752	MADISON ADA1	410222.7	1270986	389,466	NO			O NO	FAIL
32H	3rd St.	Mulberry St.	3/8/2013	15-01820	MADISON ADA1	410231.8	1270977	392,774	NO			O NO	FAIL
33A	3rd St.	West St.	3/8/2013	15-01245	MADISON ADA1	409767.8	1270990	380,962	NO			O YES	FAIL
33B	3rd St.	West St.	3/8/2013	15-01342	MADISON ADA1	408809	1270980	382,368	NO			O NO	FAIL
33C	3rd St.	West St.	3/8/2013	15-01243	MADISON ADA1	409817.1	1270939	382,465	NO			O NO	FAIL
33D	3rd St.	West St.	3/8/2013	15-01211	MADISON ADA1	409761.9	1270946	385,056	NO			O YES	FAIL
34E	Presbyterian Ave.	West St.	3/8/2013	16-01238	MADISON ADA1	409764.6	1271178	387,46	NO			O NO	FAIL
34F	Presbyterian Ave.	West St.	3/8/2013	16-01227	MADISON ADA1	409761.4	1271209	377,964	NO			O NO	FAIL
35B	3rd St.	Poplar St.	3/8/2013	15-07209	MADISON ADA1	409409	1271063	397,444	NO			O NO	FAIL
35C	3rd St.	Poplar St.	3/8/2013	15-08054	MADISON ADA1	409408.9	1271031	387,461	NO			O NO	FAIL
35D	3rd St.	Poplar St.	3/8/2013	15-08233	MADISON ADA1	409177	1271042	383.1	NO			O NO	FAIL
35E	3rd St.	Poplar St.	3/8/2013	15-08627	MADISON ADA1	409181.9	1271075	390,362	NO			O NO	FAIL
35F	3rd St.	Poplar St.	3/8/2013	15-08653	MADISON ADA1	409392.2	1271144	289,687	NO			O NO	FAIL
36A	Main St.	Poplar St.	3/12/2013	14-04838	MADISON ADA1	409290	1270704	374,212	NO			O NO	FAIL
36B	Main St.	Poplar St.	3/12/2013	14-04754	MADISON ADA1	409136.6	1270692	383,233	NO			O NO	FAIL
36C	Main St.	Poplar St.	3/12/2013	14-04758	MADISON ADA1	409302.2	1270613	381,769	NO			O NO	FAIL
36D	Main St.	Poplar St.	3/12/2013	14-04553	MADISON ADA1	409177.1	1270624	382,891	NO			O NO	FAIL
37E	Main St.	Broadway St.	3/12/2013	14-03525	MADISON ADA1	408902	1270786	377,749	NO			O YES	FAIL
37F	Main St.	Broadway St.	3/12/2013	14-03559	MADISON ADA1	408930.6	1270795	375,892	NO			O YES	FAIL
37G	Main St.	Broadway St.	3/12/2013	14-03651	MADISON ADA1	409005.6	1270765	384,357	NO			O YES	FAIL
37H	Main St.	Broadway St.	3/12/2013	14-03721	MADISON ADA1	409012.2	1270751	389,382	NO			O YES	FAIL
37I	Main St.	Broadway St.	3/12/2013	14-03805	MADISON ADA1	409003.3	1270698	381,702	NO			O YES	FAIL
37J	Main St.	Broadway St.	3/12/2013	14-03834	MADISON ADA1	408986.2	1270686	383,811	NO			O YES	FAIL
37K	Main St.	Broadway St.	3/12/2013	14-03917	MADISON ADA1	408951.8	1270696	382,546	NO			O YES	FAIL
37L	Main St.	Broadway St.	3/12/2013	14-04032	MADISON ADA1	408893.3	1270714	379,606	NO			O YES	FAIL
37M	Main St.	Broadway St.	3/12/2013	14-04051	MADISON ADA1	408927.5	1270704	384,382	NO			O YES	FAIL
37N	Main St.	Broadway St.	3/12/2013	14-04101	MADISON ADA1	408884.9	1270725	383,465	NO			O YES	FAIL
38E	2nd St.	Broadway St.	3/7/2013	16-03340	MADISON ADA1	408804.1	1270369	359,276	NO			O NO	FAIL
38F	2nd St.	Broadway St.	3/7/2013	16-03515	MADISON ADA1	408818	1270373	358,489	NO			O NO	FAIL
38G	2nd St.	Broadway St.	3/7/2013	16-04319	MADISON ADA1	408848.5	1270363	364,383	NO			O NO	FAIL
38G1	2nd St.	Broadway St.	3/7/2013	16-03335	MADISON ADA1	408901.7	1270350	367,265	NO			O NO	FAIL
38H	2nd St.	Broadway St.	3/7/2013	16-04310	MADISON ADA1	408867.5	1270355	371,955	NO			O NO	FAIL
38I	2nd St.	Broadway St.	3/7/2013	16-03808	MADISON ADA1	408907.6	1270336	370,547	NO			O YES	FAIL
38J	2nd St.	Broadway St.	3/7/2013	16-03747	MADISON ADA1	408901.5	1270304	362,964	NO			O YES	FAIL
38J1	2nd St.	Broadway St.	3/7/2013	16-03747	MADISON ADA1	408879.5	1270301	353,214	NO			O NO	FAIL

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38K	2nd St.	Broadway St.	3/7/2013	16-0638	MADISON ADA1	40837.2	1270319	354,484	NO			O NO	FAIL
38L	2nd St.	Broadway St.	3/7/2013	16-0610	MADISON ADA1	408795.6	1270311	357,499	NO			O NO	FAIL
39A	2nd St.	Elm St.	3/7/2013	16-0630	MADISON ADA1	408405.1	1270465	364,274	NO			O NO	FAIL
39G	2nd St.	Elm St.	3/7/2013	16-0957	MADISON ADA1	408498.8	1270455	367,895	NO			O NO	FAIL
39H	2nd St.	Elm St.	3/7/2013	16-0982	MADISON ADA1	408465	1270447	367,555	NO			O NO	FAIL
39I	2nd St.	Elm St.	3/7/2013	16-0322	MADISON ADA1	408498.1	1270410	363,386	NO			O NO	FAIL
39J	2nd St.	Elm St.	3/7/2013	16-0404	MADISON ADA1	408451.6	1270408	364,355	NO			O NO	FAIL
39K	2nd St.	Elm St.	3/7/2013	16-0329	MADISON ADA1	408395.5	1270423	358,418	NO			O NO	FAIL
39L	2nd St.	Elm St.	3/7/2013	16-0401	MADISON ADA1	408192.6	1270428	359,271	NO			O NO	FAIL
3B	5th St.	Jefferson St.	3/8/2013	16-0931	MADISON ADA1	410558	1271774	368,316	NO			O NO	FAIL
3C	5th St.	Jefferson St.	3/8/2013	16-0853	MADISON ADA1	410655.9	1271729	376,993	NO			O NO	FAIL
40E	2nd St.	Vine St.	3/7/2013	16-0522	MADISON ADA1	408061.8	1270546	359,784	NO			O NO	FAIL
40F	2nd St.	Vine St.	3/7/2013	16-0456	MADISON ADA1	408071.5	1270551	362,839	NO			O NO	FAIL
40G	2nd St.	Vine St.	3/7/2013	16-0419	MADISON ADA1	408127.9	1270537	366,982	NO			O NO	FAIL
40H	2nd St.	Vine St.	3/7/2013	16-0355	MADISON ADA1	408127.1	1270529	371,551	NO			O NO	FAIL
40I	2nd St.	Vine St.	3/7/2013	16-0721	MADISON ADA1	408124.9	1270493	359,178	NO			O NO	FAIL
40J	2nd St.	Vine St.	3/7/2013	16-0625	MADISON ADA1	408136.8	1270488	364,523	NO			O NO	FAIL
40K	2nd St.	Vine St.	3/7/2013	16-0625	MADISON ADA1	408082.5	1270505	360,624	NO			O NO	FAIL
40L	2nd St.	Vine St.	3/7/2013	16-0600	MADISON ADA1	408056.4	1270509	360,443	NO			O NO	FAIL
41D	2nd St.	MH St.	3/7/2013	16-0517	MADISON ADA1	407608	1270622	360,863	NO			O NO	FAIL
41E	2nd St.	MH St.	3/7/2013	16-0917	MADISON ADA1	407603.1	1270657	348,507	NO			O NO	FAIL
41F	2nd St.	MH St.	3/7/2013	16-0942	MADISON ADA1	407639.8	1270666	357,285	NO			O NO	FAIL
41G	2nd St.	MH St.	3/7/2013	16-0521	MADISON ADA1	407669.3	1270647	366,364	NO			O NO	FAIL
41H	2nd St.	MH St.	3/7/2013	16-0045	MADISON ADA1	407674.8	1270639	368,949	NO			O NO	FAIL
41I	2nd St.	MH St.	3/7/2013	16-0516	MADISON ADA1	407669.3	1270603	359,844	NO			O NO	FAIL
41J	2nd St.	Plum St.	3/7/2013	16-0341	MADISON ADA1	407659.2	1270597	362,384	NO			O NO	FAIL
42I	Main St.	Plum St.	3/12/2013	14-0314	MADISON ADA1	407104.4	1271110	384,002	NO			O NO	FAIL
42J	Main St.	Plum St.	3/12/2013	14-0182	MADISON ADA1	407198.5	1271097	380,888	NO			O NO	FAIL
42K	Main St.	Plum St.	3/12/2013	14-0401	MADISON ADA1	407743.1	1271120	377,545	NO			O YES	FAIL
42L	Main St.	Plum St.	3/12/2013	14-0329	MADISON ADA1	407733.1	1271128	370,532	NO			O NO	FAIL
43B	2nd St.	Plum St.	3/7/2013	16-0443	MADISON ADA1	407732.9	1270757	374,338	NO			O NO	FAIL
43E	2nd St.	Plum St.	3/7/2013	16-0347	MADISON ADA1	407156.6	1270766	352,274	NO			O NO	FAIL
43F	2nd St.	Plum St.	3/7/2013	16-0402	MADISON ADA1	407162.2	1270776	352,315	NO			O NO	FAIL
43I	2nd St.	Plum St.	3/7/2013	16-0515	MADISON ADA1	407208.1	1270715	364,872	NO			O NO	FAIL
43J	2nd St.	Plum St.	3/7/2013	16-0540	MADISON ADA1	407201.8	1270709	357,524	NO			O NO	FAIL
43K	2nd St.	Plum St.	3/7/2013	16-0616	MADISON ADA1	407151.8	1270723	355,67	NO			O NO	FAIL
44I	Main St.	Vernon St.	3/12/2013	14-0558	MADISON ADA1	406855.6	1271218	372,444	NO			O NO	FAIL
44J	Main St.	Vernon St.	3/12/2013	14-0929	MADISON ADA1	406846.2	1271201	377,472	NO			O NO	FAIL
44K	Main St.	Vernon St.	3/12/2013	14-0453	MADISON ADA1	406795.8	1271227	377,407	NO			O NO	FAIL
44L	Main St.	Vernon St.	3/12/2013	14-0423	MADISON ADA1	406777.7	1271235	374,386	NO			O NO	FAIL
45A	2nd St.	Vernon St.	3/7/2013	16-0805	MADISON ADA1	406704.6	1270881	357,683	NO			O NO	FAIL
45B	2nd St.	Vernon St.	3/7/2013	16-0841	MADISON ADA1	406764.2	1270863	371,316	NO			O NO	FAIL
45C	2nd St.	Vernon St.	3/7/2013	16-0813	MADISON ADA1	406751.1	1270825	339,041	NO			O NO	FAIL
45D	2nd St.	Vernon St.	3/7/2013	16-0956	MADISON ADA1	406695.5	1270837	353,896	NO			O NO	FAIL
46A	2nd St.	Craigmont St.	3/7/2013	17-0421	MADISON ADA1	406008.4	1271046	363,276	NO			O NO	FAIL
46B	2nd St.	Craigmont St.	3/7/2013	17-0315	MADISON ADA1	406055.5	1271019	365,082	NO			O NO	FAIL
46C	2nd St.	Craigmont St.	3/7/2013	17-0543	MADISON ADA1	406046	1270999	345,354	NO			O NO	FAIL
46D	2nd St.	Craigmont St.	3/7/2013	17-0500	MADISON ADA1	405998.8	1271008	363,016	NO			O NO	FAIL
48B	3rd St.	Craigmont St.	3/9/2013	17-0954	MADISON ADA1	406000.2	1270827	331,518	NO			O NO	FAIL
48C	3rd St.	Craigmont St.	3/9/2013	17-0025	MADISON ADA1	406000.4	1270786	326,601	NO			O NO	FAIL
49A	3rd St.	Pearl St.	3/5/2013	17-0432	MADISON ADA1	406274.5	1270760	343,433	NO			O NO	FAIL

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498	3rd St.	Pearl St.	3/5/2013	17-1500 MADISON ADA1	406308.6	12/20/50	338,277	NO				O NO	FAIL
499	3rd St.	Pearl St.	3/5/2013	17-1535 MADISON ADA1	406286.5	12/20/51	292,918	NO				O NO	FAIL
49C	3rd St.	Pearl St.	3/5/2013	17-1603 MADISON ADA1	406286.5	12/20/51	335,313	NO				O NO	FAIL
4A	9th St.	Mulberry St.	3/8/2013	16-1546 MADISON ADA1	410174.7	12/21/20	351,709	NO				O NO	FAIL
4D	9th St.	Mulberry St.	3/8/2013	16-1622 MADISON ADA1	410166.3	12/21/20	366,907	NO				O NO	FAIL
43L	9th St.	Mulberry St.	3/7/2013	16-5641 MADISON ADA1	407147.7	12/20/32	354,305	NO				O NO	FAIL
50A	3rd St.	Vernon St.	3/5/2013	17-1728 MADISON ADA1	406668.1	12/20/60	337,894	NO				O NO	FAIL
500	3rd St.	Vernon St.	3/5/2013	17-1755 MADISON ADA1	406668.1	12/20/60	332,232	NO				O NO	FAIL
51A	3rd St.	Plum St.	3/5/2013	17-1504 MADISON ADA1	407107.1	12/20/47	362,639	NO				O NO	FAIL
51B	3rd St.	Plum St.	3/5/2013	17-1931 MADISON ADA1	407166.4	12/20/45	337,437	NO				O NO	FAIL
52A	3rd St.	MH St.	3/5/2013	17-5341 MADISON ADA1	407357.3	12/20/39	353,886	NO				O NO	FAIL
52B	3rd St.	MH St.	3/5/2013	17-5214 MADISON ADA1	407623.6	12/20/19	357,538	NO				O NO	FAIL
52C	3rd St.	MH St.	3/5/2013	17-5244 MADISON ADA1	407637.1	12/20/76	357,501	NO				O NO	FAIL
53A	3rd St.	Vine St.	3/5/2013	17-5625 MADISON ADA1	408011	12/20/31	363,696	NO				O NO	FAIL
53C	3rd St.	Vine St.	3/5/2013	17-5516 MADISON ADA1	408064	12/20/88	364,497	NO				O YES	FAIL
53D	3rd St.	Vine St.	3/5/2013	17-5553 MADISON ADA1	408004.8	12/20/80	364,421	NO				O YES	FAIL
54A	Private Dr.	Vine St.	3/5/2013	17-5903 MADISON ADA1	407915.2	12/20/17	346,367 G	YES				O YES	PASS
54D	Private Dr.	Vine St.	3/5/2013	17-5957 MADISON ADA1	407906.9	12/20/91	346,338 G	YES				O YES	PASS
55A	3rd St.	Elm St.	3/5/2013	18-0513 MADISON ADA1	408355.3	12/20/45	360,899	NO				O NO	FAIL
55B	3rd St.	Elm St.	3/5/2013	18-0547 MADISON ADA1	408436.2	12/20/33	371,289	NO				O NO	FAIL
55C	3rd St.	Elm St.	3/5/2013	18-0626 MADISON ADA1	408404.4	12/20/89	364,152	NO				O NO	FAIL
56A	3rd St.	Broadway St.	3/5/2013	18-0541 MADISON ADA1	408325.9	12/20/24	236,605	NO				O NO	FAIL
56B	3rd St.	Broadway St.	3/5/2013	18-0923 MADISON ADA1	408747.7	12/20/49	329,734	NO				O NO	FAIL
56C	3rd St.	Broadway St.	3/5/2013	18-1008 MADISON ADA1	408461.9	12/20/24	350,257	NO				O NO	FAIL
56D	3rd St.	Broadway St.	3/5/2013	18-1227 MADISON ADA1	408531.9	12/20/95	355,156	NO				O NO	FAIL
57A	3rd St.	Central Ave.	3/5/2013	18-1541 MADISON ADA1	409436.7	12/20/10	362,595	NO				O NO	FAIL
57B	3rd St.	Central Ave.	3/5/2013	18-2008 MADISON ADA1	409463.1	12/20/97	366,447	NO				O NO	FAIL
57C	3rd St.	Central Ave.	3/5/2013	18-1812 MADISON ADA1	409456.2	12/20/92	370,62	YES				O NO	PASS
57D	3rd St.	Central Ave.	3/5/2013	18-1911 MADISON ADA1	409436.6	12/20/99	370,114	NO				O NO	FAIL
58A	2nd St.	Poplar St.	3/7/2013	16-3121 MADISON ADA1	409195.5	12/20/79	366,513	NO				O NO	FAIL
58C	2nd St.	Poplar St.	3/7/2013	16-3121 MADISON ADA1	409208.8	12/20/26	354,9	NO				O NO	FAIL
58D	2nd St.	Poplar St.	3/7/2013	16-3051 MADISON ADA1	409182.5	12/20/42	365,177	NO				O NO	FAIL
58G	2nd St.	Poplar St.	3/7/2013	16-2951 MADISON ADA1	409238.6	12/20/73	362,173	NO				O NO	FAIL
58H	2nd St.	Poplar St.	3/7/2013	16-2925 MADISON ADA1	409221.3	12/20/65	365,911	NO				O NO	FAIL
59A	2nd St.	Central Ave.	3/7/2013	16-2547 MADISON ADA1	409497	12/20/13	360,838	NO				O NO	FAIL
59G	2nd St.	Central Ave.	3/7/2013	16-2519 MADISON ADA1	409521.5	12/20/00	363,924	NO				O NO	FAIL
59H	2nd St.	Central Ave.	3/7/2013	16-2455 MADISON ADA1	409521.4	12/20/91	362,377	NO				O NO	FAIL
59I	2nd St.	Central Ave.	3/7/2013	16-2622 MADISON ADA1	409515.5	12/20/52	362,898	NO				O NO	FAIL
59J	2nd St.	Central Ave.	3/7/2013	16-2648 MADISON ADA1	409513.9	12/20/46	362,918	NO				O NO	FAIL
59K	2nd St.	Central Ave.	3/7/2013	16-2715 MADISON ADA1	409480	12/20/52	345,584	NO				O NO	FAIL
59L	2nd St.	Central Ave.	3/7/2013	16-2740 MADISON ADA1	409482.5	12/20/66	365,901	NO				O NO	FAIL
5A	5th St.	West St.	3/8/2013	16-4343 MADISON ADA1	409757.3	12/21/20	361,131	NO				O NO	FAIL
5C	5th St.	West St.	3/8/2013	16-4201 MADISON ADA1	409756.2	12/21/77	373,525	NO				O NO	FAIL
5D	5th St.	West St.	3/8/2013	16-4329 MADISON ADA1	409733.9	12/21/84	358,352	NO				O NO	FAIL
5G	5th St.	West St.	3/8/2013	16-4185 MADISON ADA1	409802.4	12/21/84	360,502	NO				O NO	FAIL
5H	5th St.	West St.	3/8/2013	16-4234 MADISON ADA1	409805.7	12/21/89	356,576	NO				O NO	FAIL
60A	Main St.	West St.	3/12/2013	14-5310 MADISON ADA1	409768.7	12/20/83	377,872	NO				O YES	FAIL
60B	Main St.	West St.	3/12/2013	14-5344 MADISON ADA1	409839.1	12/20/68	383,713	NO				O YES	FAIL
60C	Main St.	West St.	3/12/2013	14-5265 MADISON ADA1	409813	12/20/92	384,082	NO				O YES	FAIL
60D	Main St.	West St.	3/12/2013	14-5238 MADISON ADA1	409771.7	12/20/07	380,341	NO				O YES	FAIL

NEW CONCRETE

UTILITY POLE OBSTRUCTION

NEW CONCRETE

NEW CONCRETE

6

6

Madison ADA Transition Plan

61A	2nd St.	West St.	3/7/2013	16:21:35	MADISON ADA1	409708.7	1270136	369.333	NO			O NO	FAIL
61B	2nd St.	West St.	3/7/2013	16:22:15	MADISON ADA1	409815.5	1270120	369.768	NO			O NO	FAIL
61C	2nd St.	West St.	3/7/2013	16:22:51	MADISON ADA1	409821.6	1270072	364.297	NO			O NO	FAIL
61D	2nd St.	West St.	3/7/2013	16:23:20	MADISON ADA1	409778.6	1270086	368.074	NO			O NO	FAIL
62A	3rd St.	West St.	3/7/2013	18:24:20	MADISON ADA1	409777.5	1269888	367.369	NO			O NO	FAIL
62B	3rd St.	West St.	3/5/2013	18:24:63	MADISON ADA1	409819	1269873	366.227	YES		NEW CONCRETE	O NO	PASS
62C	3rd St.	West St.	3/5/2013	18:25:51	MADISON ADA1	409826	1269831	370.087	NO		NEW CONCRETE	O NO	FAIL
62K	3rd St.	West St.	3/5/2013	18:23:02	MADISON ADA1	409786.1	1269840	367.538	YES			O NO	PASS
62L	3rd St.	West St.	3/7/2013	18:23:45	MADISON ADA1	409768.4	1269862	362.745	YES			O NO	PASS
63B	Vaughn St.	West St.	3/5/2013	16:04:59	MADISON ADA1	409828.3	1269385	330.498	NO			O NO	FAIL
63C	Vaughn St.	West St.	3/5/2013	16:05:28	MADISON ADA1	409836.4	1269345	328.994	NO			O NO	FAIL
63D	Vaughn St.	West St.	3/5/2013	16:02:23	MADISON ADA1	409789.6	1269342	331.923	YES			O NO	FAIL
63E	Vaughn St.	West St.	3/7/2013	16:03:21	MADISON ADA1	409778.7	1269393	327.311 A	YES			O NO	PASS
63F	Vaughn St.	West St.	3/5/2013	16:04:11	MADISON ADA1	409798.8	1269414	332.926 A	YES			O NO	PASS
64C	Central Ave.	Central Ave.	3/5/2013	16:00:48	MADISON ADA1	409342.1	1269373	334.633	NO			O NO	FAIL
64G	Vaughn St.	Central Ave.	3/5/2013	15:59:05	MADISON ADA1	409144.5	1269451	330.215 A	YES			O NO	PASS
64H	Vaughn St.	Central Ave.	3/5/2013	16:00:01	MADISON ADA1	409353.9	1269425	329.344 A	YES			O NO	PASS
65A	Vaughn St.	Broadway St.	3/5/2013	15:52:07	MADISON ADA1	408636.5	1269573	328.866	NO			O NO	FAIL
65B	Vaughn St.	Broadway St.	3/5/2013	15:52:58	MADISON ADA1	408730.7	1269549	331.398	YES			O NO	PASS
65C	Vaughn St.	Broadway St.	3/5/2013	15:53:51	MADISON ADA1	408697.4	1269508	336.918	NO			O NO	FAIL
65D	Vaughn St.	Broadway St.	3/5/2013	15:54:28	MADISON ADA1	408631.4	1269525	331.895	NO			O NO	FAIL
67C	Vaughn St.	Vine St.	3/5/2013	15:50:52	MADISON ADA1	407937.9	1269710	324.58	NO			O NO	FAIL
68C	Vaughn St.	Mill St.	3/5/2013	15:41:27	MADISON ADA1	407479.7	1269841	324.095 A	YES			O NO	PASS
69C	Vaughn St.	Plum St.	3/5/2013	16:38:53	MADISON ADA1	406993.3	1269965	328.031 A	YES			O NO	PASS
6B	5th St.	Broadway St.	3/8/2013	16:38:53	MADISON ADA1	408245	1271952	357.643	NO			O NO	FAIL
6C	5th St.	Broadway St.	3/8/2013	16:38:13	MADISON ADA1	409282.5	1271893	359.895	NO			O NO	FAIL
6K	5th St.	Broadway St.	3/8/2013	16:37:49	MADISON ADA1	409187.2	1271919	349.46	NO			O NO	FAIL
6L	5th St.	Broadway St.	3/8/2013	16:38:16	MADISON ADA1	409178.2	1271927	351.277	NO			O NO	FAIL
70A	Vaughn St.	Broadway St.	3/5/2013	16:07:07	MADISON ADA1	402026.3	1269352	335.54	NO			O NO	FAIL
70B	Vaughn St.	Mulberry St.	3/5/2013	16:07:39	MADISON ADA1	402186.7	1269349	326.761	NO			O NO	FAIL
70C	Vaughn St.	Mulberry St.	3/5/2013	16:08:10	MADISON ADA1	40257.6	1269305	329.54	NO			O NO	FAIL
71A	3rd St.	Mulberry St.	3/5/2013	18:27:42	MADISON ADA1	40194.4	1269795	361.251	NO			O NO	FAIL
71B	3rd St.	Mulberry St.	3/5/2013	18:28:11	MADISON ADA1	402136.2	1269781	359.224	NO			O NO	FAIL
71C	3rd St.	Mulberry St.	3/5/2013	18:28:18	MADISON ADA1	402136.1	1269736	367.91	NO			O NO	FAIL
71D	3rd St.	Mulberry St.	3/5/2013	18:29:08	MADISON ADA1	40196.8	1269750	361.811	NO			O NO	FAIL
72A	2nd St.	Mulberry St.	3/7/2013	16:17:10	MADISON ADA1	410185	1270131	358.994	NO			O NO	FAIL
72B	2nd St.	Mulberry St.	3/7/2013	16:19:04	MADISON ADA1	410239	1270112	359.959	NO			O NO	FAIL
72C	2nd St.	Mulberry St.	3/7/2013	16:18:26	MADISON ADA1	410236.4	1270078	359.052	NO			O NO	FAIL
72D	2nd St.	Mulberry St.	3/7/2013	16:17:51	MADISON ADA1	410192.2	1270082	365.583	NO			O NO	FAIL
73A	Main St.	Mulberry St.	3/12/2013	14:56:27	MADISON ADA1	410183.2	1270568	382.843	NO			O YES	FAIL
73B	Main St.	Mulberry St.	3/12/2013	14:56:59	MADISON ADA1	410232.3	1270575	378.984	NO			O YES	FAIL
73C	Main St.	Mulberry St.	3/12/2013	14:55:14	MADISON ADA1	410234	1270493	396.336	NO			O YES	FAIL
73D	Main St.	Mulberry St.	3/12/2013	14:53:47	MADISON ADA1	410186.6	1270511	390.079	NO			O YES	FAIL
74C	Main St.	Jefferson St.	3/12/2013	14:58:17	MADISON ADA1	410675.2	1270503	385.482	NO			O YES	FAIL
74D	Main St.	Jefferson St.	3/12/2013	14:58:16	MADISON ADA1	410604.4	1270501	385.32	NO			O YES	FAIL
74E	Main St.	Jefferson St.	3/12/2013	15:01:57	MADISON ADA1	410587.4	1270572	378.225	NO			O YES	FAIL
74F	Main St.	Jefferson St.	3/12/2013	15:02:28	MADISON ADA1	410597.8	1270582	387.527	NO			O YES	FAIL
74G	Main St.	Jefferson St.	3/12/2013	15:00:51	MADISON ADA1	410675.4	1270578	389.809	NO			O YES	FAIL
74H	Main St.	Jefferson St.	3/12/2013	15:00:21	MADISON ADA1	410686.4	1270575	383.278	NO			O YES	FAIL
75E	2nd St.	Jefferson St.	3/7/2013	16:12:42	MADISON ADA1	410604.6	1270126	360.5	NO			O NO	FAIL

UTILITY POLE OBSTRUCTION

75F	2nd St.	Jefferson St.	3/7/2013	16:12:08	MADISON ADA1	410632.8	1270137	369,096	NO	O YES	FAIL
75G	2nd St.	Jefferson St.	3/7/2013	16:11:31	MADISON ADA1	410667.2	1270132	375,646	NO	O NO	FAIL
75H	2nd St.	Jefferson St.	3/7/2013	16:11:07	MADISON ADA1	410682.2	1270128	381,996	NO	O NO	FAIL
75I	2nd St.	Jefferson St.	3/7/2013	16:11:49	MADISON ADA1	410688.1	1270086	364,734	NO	O NO	FAIL
75J	2nd St.	Jefferson St.	3/7/2013	16:11:42	MADISON ADA1	410678.5	1270081	372,723	NO	O YES	FAIL
75K	2nd St.	Jefferson St.	3/7/2013	16:11:49	MADISON ADA1	410611.8	1270085	363,902	NO	O YES	FAIL
75L	2nd St.	Jefferson St.	3/7/2013	16:13:22	MADISON ADA1	410606.4	1270088	361,136	NO	O NO	FAIL
76A	3rd St.	Jefferson St.	3/9/2013	18:03:00	MADISON ADA1	410611.5	1269730	355,381	NO	O NO	FAIL
76B	3rd St.	Jefferson St.	3/9/2013	18:11:04	MADISON ADA1	410683	1269721	351,868	NO	O NO	FAIL
76C	3rd St.	Jefferson St.	3/9/2013	18:13:35	MADISON ADA1	410683.7	1269661	371,284	NO	O NO	FAIL
76D	3rd St.	Jefferson St.	3/9/2013	18:13:20	MADISON ADA1	410638.1	1269691	355,363	NO	O NO	FAIL
77A	Vaughn St.	Jefferson St.	3/9/2013	16:10:08	MADISON ADA1	410634.4	1269314	332,634	NO	O NO	FAIL
77B	Vaughn St.	Jefferson St.	3/9/2013	16:10:45	MADISON ADA1	410696.2	1269314	322,79	NO	O NO	FAIL
77C	Vaughn St.	Jefferson St.	3/9/2013	16:11:29	MADISON ADA1	410680.6	1269268	337,852	NO	O NO	FAIL
77D	Vaughn St.	Jefferson St.	3/9/2013	16:09:40	MADISON ADA1	410641.1	1269275	331,462	NO	O NO	FAIL
78A	Vaughn St.	Walnut St.	3/9/2013	16:12:55	MADISON ADA1	411066.3	1269288	332,782	NO	O NO	FAIL
78B	Vaughn St.	Walnut St.	3/9/2013	16:13:23	MADISON ADA1	41108.6	1269278	332,292	NO	O NO	FAIL
78C	Vaughn St.	Walnut St.	3/9/2013	16:13:54	MADISON ADA1	411088.2	1269242	319,817	NO	O NO	FAIL
79A	3rd St.	Walnut St.	3/9/2013	18:13:42	MADISON ADA1	411096.5	1269687	363,419	NO	O NO	FAIL
79B	3rd St.	Walnut St.	3/9/2013	18:13:59	MADISON ADA1	411100.1	1269687	366,965	NO	O NO	FAIL
79C	3rd St.	Walnut St.	3/9/2013	18:13:28	MADISON ADA1	411104.9	1269645	358,871	NO	O NO	FAIL
7A	Presbyterian Ave.	Elm St.	3/9/2013	16:25:14	MADISON ADA1	408650.4	1271497	376,523	NO	O NO	FAIL
7B	Presbyterian Ave.	Elm St.	3/9/2013	16:25:19	MADISON ADA1	408705	1271477	381,93	NO	O NO	FAIL
7C	Presbyterian Ave.	Elm St.	3/9/2013	16:26:54	MADISON ADA1	408699.4	1271442	376	NO	O NO	FAIL
80C	2nd St.	Walnut St.	3/9/2013	16:27:38	MADISON ADA1	408632.1	1271453	380,138	NO	O NO	FAIL
80A	2nd St.	Walnut St.	3/9/2013	16:09:09	MADISON ADA1	411098.4	1270088	368,388	NO	O NO	FAIL
80B	2nd St.	Walnut St.	3/9/2013	16:08:05	MADISON ADA1	411092	1270138	370,213	NO	O NO	FAIL
80D	2nd St.	Walnut St.	3/9/2013	16:08:38	MADISON ADA1	411098.5	1270138	381,289	NO	O NO	FAIL
81A	Main St.	Walnut St.	3/12/2013	16:09:45	MADISON ADA1	411055.6	1270096	373,241	NO	O NO	FAIL
81D	Main St.	Walnut St.	3/12/2013	15:19:29	MADISON ADA1	411047.6	1270180	376,799	NO	O YES	FAIL
81G	Main St.	Walnut St.	3/12/2013	15:19:29	MADISON ADA1	411047.4	1270494	376,799	NO	O YES	FAIL
81H	Main St.	Walnut St.	3/12/2013	15:21:01	MADISON ADA1	411088.4	1270583	386,343	NO	O YES	FAIL
82E	Main St.	Walnut St.	3/12/2013	15:21:30	MADISON ADA1	411092.3	1270576	384,719	NO	O YES	FAIL
82F	Main St.	Walnut St.	3/12/2013	15:18:27	MADISON ADA1	411098.4	1270507	386,427	NO	O YES	FAIL
82G	Main St.	Walnut St.	3/12/2013	15:18:56	MADISON ADA1	411087.9	1270501	386,787	NO	O YES	FAIL
82H	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82I	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82J	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82K	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82L	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82M	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82N	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82O	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82P	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82Q	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82R	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82S	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82T	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82U	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82V	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82W	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82X	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82Y	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
82Z	Main St.	Walnut St.	3/12/2013	15:23:27	MADISON ADA1	411453.4	1270588	387,378	NO	O YES	FAIL
83E	2nd St.	Walnut St.	3/7/2013	15:54:57	MADISON ADA1	411462.2	1270503	388,679	NO	O YES	FAIL
83F	2nd St.	Walnut St.	3/7/2013	15:54:57	MADISON ADA1	411462.2	1270503	388,679	NO	O YES	FAIL
83G	2nd St.	Walnut St.	3/7/2013	15:54:57	MADISON ADA1	411462.2	1270503	388,679	NO	O YES	FAIL
83H	2nd St.	Walnut St.	3/7/2013	15:54:57	MADISON ADA1	411462.2	1270503	388,679	NO	O YES	FAIL
83I	2nd St.	Walnut St.	3/7/2013	15:54:57	MADISON ADA1	411462.2	1270503	388,679	NO	O YES	FAIL
83J	2nd St.	Walnut St.	3/7/2013	15:54:57	MADISON ADA1	411462.2	1270503	388,679	NO	O YES	FAIL
83K	2nd St.	Walnut St.	3/7/2013	15:54:57	MADISON ADA1	411462.2	1270503	388,679	NO	O YES	FAIL

UTILITY POLE OBSTRUCTION

UTILITY POLE OBSTRUCTION

UTILITY POLE OBSTRUCTION

95J	3rd SL	Clay SL	3/5/2013	18-51304	MADISON ADA1	412496.5	1269692	386,795	NO				0 NO	FAIL
96C	2nd SL	Clay SL	3/7/2013	15-51347	MADISON ADA1	412500.3	1270108	378,693	NO		UTILITY POLE OBSTRUCTION		0 NO	FAIL
96D	2nd SL	Clay SL	3/7/2013	15-51425	MADISON ADA1	412498.2	1270111	376,311	NO				0 NO	FAIL
97C	2nd SL	Harrison SL	3/7/2013	15-51342	MADISON ADA1	412808.2	1270114	368,534	NO				0 NO	FAIL
97D	2nd SL	Harrison SL	3/7/2013	15-51052	MADISON ADA1	412770.6	1270117	379,639	NO				0 NO	FAIL
98A	3rd SL	Harrison SL	3/5/2013	18-51754	MADISON ADA1	412774.2	1269742	381,991	NO		NEW CONCRETE		0 NO	FAIL
98B	3rd SL	Harrison SL	3/5/2013	18-51831	MADISON ADA1	412808.4	1269737	380,402	NO		NEW CONCRETE		0 NO	FAIL
98C	3rd SL	Harrison SL	3/5/2013	18-51905	MADISON ADA1	412808.3	1269703	380,077	NO				0 NO	FAIL
98D	3rd SL	Harrison SL	3/5/2013	18-51931	MADISON ADA1	412760.4	1269689	379,354	NO				0 NO	FAIL
9A	3rd SL	Vine SL	3/8/2013	14-51704	MADISON ADA1	408278.4	1271352	387,415	NO		UTILITY POLE OBSTRUCTION		0 NO	FAIL
9B	3rd SL	Vine SL	3/8/2013	14-51625	MADISON ADA1	408334.4	1271332	395,805	NO				0 NO	FAIL
9C	3rd SL	Vine SL	3/8/2013	14-51546	MADISON ADA1	408308.3	1271297	381,983	NO				0 NO	FAIL
9D	3rd SL	Vine SL	3/8/2013	14-51746	MADISON ADA1	408238.8	1271118	387,333	NO				0 NO	FAIL

APPENDIX H: Public Outreach

The City of Madison held a public meeting to get input on their proposed ADA Transition Plan. The meeting was advertised in the local newspaper; the advertisement was placed on the city's website, the meeting date was listed on the agenda for a city council meeting and announced at that meeting. The City ADA Coordinator and the City's Consultant were the only two that attended the meeting. During the meeting the ADA Coordinator attempted to contact a local resident known to have special needs, hoping they could attend the meeting. Review all of the City sidewalks and ramps for barriers. He completed that assessment and it was utilized in developing this document.

DOCUMENTATION ON THE FOLOWING PAGES

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mulberry and Main streets.
1:59 p.m. Traffic control or detail in the 300 block of Clifty Drive.
2:13 p.m. Traffic stop in the 900 block of West First Street.
4:09 p.m. Traffic stop at Clifty and Franks drives.
4:21 p.m. Abandoned vehicle in the 2200 block of Crescent Street.
5:27 p.m. Traffic stop in the 400 block of Clifty Drive.
5:42 p.m. Traffic stop in the 800 block of Green Road.
6:13 p.m. Traffic stop in the 2600 block of Michigan Road.
6:18 p.m. Traffic stop in the 400 block of Clifty Drive.
7:18 p.m. Traffic stop in the 700 block of Clifty Drive.
9:24 p.m. Assist a motorist in the 100 block of Franks Drive.
10:15 p.m. Argument in the 200 block of East Second

• Dianna Madden, 37, was arrested on charges of possession of controlled substance, possession of a legend drug and maintaining a common nuisance.

• Roxanne Davis, 23, was arrested on charges of maintaining a common nuisance, possession of a controlled substance and possession of marijuana and paraphernalia.

• Cameron Hay, 24, was arrested on charges of possession of a legend drug, possession of marijuana and paraphernalia and maintaining a common nuisance.

• Holly Richardson, 20, arrested on charges of possession of a controlled substance, possession of marijuana and paraphernalia and maintaining a common nuisance.

• James Saylor, 24, arrested on charges of possession of a controlled substance, maintaining a common nuisance, possession of marijuana and paraphernalia.

The Hanover Police Department also made an arrest after information over the past month led police to discover an unregistered sex offender living at a residence in Jefferson County.

Brandon Lesnet, 28 N. Madison Ave., Hanover, was arrested after failure to register as a sex offender. Kroger said Lesnet was taken into custody after police established Lesnet was living in Jefferson County instead of at the Scott County address where he had registered.



City of Madison

OFFICE OF THE MAYOR
101 W. MAIN STREET
MADISON, INDIANA 47250-3775

Notice Under The Americans with Disabilities Act

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, the City of Madison will not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities.

Employment: The city does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of Bob Cooke- Human Resources, Purchasing, and ADA Coordinator (phone: 812-265-8300) as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a City program, service, or activity is not accessible to persons with disabilities should be directed to Bob Cooke, Director of Personnel, Purchasing, and ADA Compliance. (phone: 812-265-8300)

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

(This is Attachment A to the Settlement Agreement between the United States of America and the City of Madison, Indiana in DJ # 204-268-156)

Rebushes
IN
Madison
Courier
Monday
June 11, 2012

APPENDIX I: Map Exhibits (Full Size Maps in Back Binder Pocket)

PEDESTRIAN GENERATOR MAP

The City Of
Madison
INDIANA



Legend

- | | | | |
|-----------------------|----------------|-----------------------|-------------------------------|
| Super Market | Library | Cemetery | City Hall |
| Parks | Church | County Government | Pharmacy |
| Sports Complex | College | Camp Grounds | Assisted Living |
| Bed & Breakfast/Hotel | School | Correctional Facility | Government Subsidized Housing |
| Post Office | Pool | Police Dept. | Fire Dept. |
| Winery | Grocery Store | Community Center | Soccer Field |
| Coffee House | Fitness Center | Football Field | Tennis Court |
| Hospital/Clinic | Movie Theater | Fast Food | Barber / Salon |
| Trails | Bowling Alley | Convenience Store | Historical Museum |
| Marina | Fountain | Ball Field | Golf Course |
| C/L of Street | | | |
| Existing Sidewalk | | | |

AFFECTIVE AREA RADIUS = 2,645'

DATE: MARCH 2013

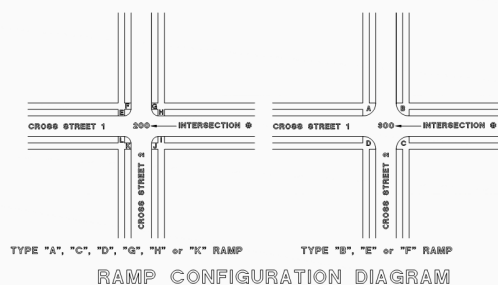


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The City Of
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DATE: JANUARY 2013

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APPENDIX J: Design Standards

STANDARDS BEGIN ON NEXT PAGE

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Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

July 26, 2011

UNITED STATES ACCESS BOARD
A FEDERAL AGENCY COMMITTED TO ACCESSIBLE DESIGN



UNITED STATES ACCESS BOARD
A FEDERAL AGENCY COMMITTED TO ACCESSIBLE DESIGN

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ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

36 CFR Part 1190

[Docket No. ATBCB 2011-04]

RIN 3014-AA26

Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

AGENCY: Architectural and Transportation Barriers Compliance Board.

ACTION: Notice of Proposed Rulemaking.

SUMMARY: The Architectural and Transportation Barriers Compliance Board is proposing accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way. The guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation and use constructed or altered in the public right-of-way by state and local governments are readily accessible to and usable by pedestrians with disabilities. When the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act, compliance with the accessibility standards is mandatory.

DATES: Submit comments by November 23, 2011. Hearings will be held on the proposed guidelines on September 12, 2011 from 9:30 to 11:30 a.m. in Dallas, TX; and on November 9, 2011 from 9:30 to 11:30 a.m. in Washington, DC.

ADDRESSES: Submit comments by any of the following methods:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments. Regulations.gov ID for this docket is ATBCB-2011-0004.
- E-mail: row@access-board.gov. Include docket number ATBCB 2011-04 in the subject line of the message.
- Fax: 202-272-0081.
- Mail or Hand Delivery/Courier: Office of Technical and Informational Services, Access Board, 1331 F Street, NW, Suite 1000, Washington, DC 20004-1111.

All comments will be posted without change to <http://www.regulations.gov>, including any personal information provided.

The hearing locations are the Sheraton Dallas (San Antonio A Ballroom), 400 North Olive Street, Dallas, TX 75201; and the Access Board Conference Room, 1331 F Street, NW, Suite 800, Washington, DC 20004.

FOR FURTHER INFORMATION CONTACT: Scott Windley, Office of Technical and Information Services, Architectural and Transportation Barriers Compliance Board, 1331 F Street NW, Suite 1000,

Washington, DC 20004-1111. Telephone (202) 272-0025 (voice) or (202) 272-0028 (TTY). E-mail address row@access-board.gov.

SUPPLEMENTARY INFORMATION:

Availability of Proposed Guidelines with Figures

The proposed guidelines will be codified as an appendix to 36 CFR part 1190. In the past, the Architectural and Transportation Barriers Compliance Board (Access Board) submitted "camera ready" copy (i.e., images) of its guidelines to the Federal Register for the appendices since the guidelines included figures that illustrate the requirements in the guidelines. The appendices were not word searchable when viewed online because they are images. After discussions with the Office of the Federal Register, the Access Board has decided to submit the proposed guidelines as a Word document with only one image, the International Symbol of Accessibility (Figure R411), so the appendix will be word searchable when viewed on-line. A copy of the proposed guidelines with figures is available on the Access Board website at: <http://www.access-board.gov/prowac/nprm.htm>. Except for the International Symbol of Accessibility (Figure R411), the figures are for illustration purposes only and do not establish requirements. The copy of the proposed guidelines on the Access Board website also sets out advisory sections in shaded boxes, and indents subsections under the main sections.

Introduction

The Access Board is an independent federal agency established by section 502 of the Rehabilitation Act (29 U.S.C. 792).¹ The Access Board is responsible for developing accessibility guidelines for the design, construction, and alteration of facilities to ensure that they are readily accessible to and usable by individuals with disabilities. The Access Board's guidelines play an important part in the implementation of three laws that require newly constructed and altered facilities to be accessible to individuals with disabilities: the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act. As further discussed under the Statutory and Regulatory Background, these laws require other federal agencies to issue regulations which include accessibility standards for the design, construction, and alteration of facilities. The regulations issued by the other federal agencies to implement these laws adopt, with or without additions and modifications, the Access Board's guidelines as accessibility standards. When the Access Board's guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing these laws, compliance with the accessibility standards is mandatory.

Statutory and Regulatory Background

Americans with Disabilities Act

1. The Access Board consists of 13 members appointed by the President from the public, a majority of which are individuals with disabilities, and the heads of 12 federal agencies or their designees whose positions are Executive Level IV or above. The federal agencies are: The Departments of Commerce, Defense, Education, Health and Human Services, Housing and Urban Development, Interior, Justice, Labor, Transportation, and Veterans Affairs; General Services Administration; and United States Postal Service.

The Americans with Disabilities Act (42 U.S.C. 12101 et seq.) is a federal civil rights law that prohibits discrimination against individuals with disabilities. Title II of the Americans with Disabilities Act covers state and local governments.² The Department of Justice is responsible for issuing regulations to implement Title II of the Americans with Disabilities Act, except for the public transportation parts.³ The regulations issued by the Department of Justice include accessibility standards for the design, construction, and alteration of facilities (other than facilities used in the provision of public transportation covered by regulations issued by the Department of Transportation).⁴ The Department of Justice's accessibility standards adopt, with additions and modifications, the Access Board's current guidelines, which are discussed below under the Need for Rulemaking.⁵ See 28 CFR 35.104 and 35.151.

The Department of Transportation is responsible for issuing regulations to implement the public transportation parts of Title II of the Americans with Disabilities Act.⁶ The regulations issued by the Department of Transportation include accessibility standards for the design, construction, and alteration of facilities used in the provision of public transportation covered by the public transportation parts of Title II of the Americans with Disabilities Act. The Department of Transportation's accessibility standards adopt, with additions and modifications, the Access Board's current guidelines, which are discussed below under the Need for Rulemaking. See 49 CFR 37.9 and Appendix A to 49 CFR part 37.

The Department of Justice is responsible for overall enforcement of Title II of the Americans with Disabilities Act. The Department of Justice has designated the Department of Transportation as the federal agency responsible for investigating complaints and conducting compliance reviews "relating to programs, services, and regulatory activities relating to transportation, including highways." See 28 CFR 35.190 (b) (8).

Section 504 of the Rehabilitation Act

2. Other titles of the Americans with Disabilities Act cover employers (Title I), private entities that own, lease, or operate places of public accommodation and commercial facilities (Title III), and telecommunications (Title IV). This preamble focuses on Title II because pedestrian facilities in the public right-of-way are constructed and altered by state and local governments.
3. Title II of the Americans with Disabilities Act contains two subtitles. Subtitle A applies to all state and local government programs, services, and activities. Subtitle B contains two parts. Subtitle B, Part I applies to designated public transportation provided by state and local governments by bus, rail, or other conveyance (other than aircraft or intercity or commuter rail) as a general or special service (including charter service) to the general public on a regular and continuing basis. Subpart B, Part II applies to public transportation provided by the National Railroad Passenger Corporation and commuter authorities by intercity and commuter rail. The Department of Justice is responsible for issuing regulations to implement Subtitle A of Title II, except for matters within the scope of authority of the Department of Transportation under Parts I and II of Subtitle B of Title II. See 42 U.S.C. 12134. The Department of Transportation is responsible for issuing regulations to implement Parts I and II of Subtitle B of Title II. See 42 U.S.C. 12149 and 12164.
4. Subtitle A of Title II of the Americans with Disabilities Act requires that the regulations issued by the Department of Justice include accessibility standards that are "consistent with the minimum guidelines and requirements issued by the Architectural and Transportation Barriers Compliance Board." 42 U.S.C. 12134(c). The accessibility standards issued by the Department of Justice can include additional or modified requirements provided they are consistent with the Access Board's guidelines.

Section 504 of the Rehabilitation Act (29 U.S.C. 794) (hereinafter referred to as “Section 504”) prohibits discrimination against individuals with disabilities under any program or activity receiving federal financial assistance. The term “program or activity” includes all the operations of a state or local government entity that receives federal financial assistance directly or indirectly from the federal government. See 29 U.S.C. 794 (b). Each federal agency that provides federal financial assistance is responsible for issuing regulations to implement Section 504 that are consistent with requirements established by the Department of Justice. See Executive Order 12250 in Appendix A to 28 CFR part 41. The Department of Justice requires facilities designed, constructed, or altered by recipients of federal financial assistance to be accessible to individuals with disabilities. See 28 CFR 41.58.

The Department of Transportation provides federal financial assistance to state and local governments for the development of transportation networks, including pedestrian facilities in the public right-of-way.⁷ The regulations issued by the Department of Transportation to implement Section 504 require facilities designed, constructed, or altered by recipients of federal financial assistance from the Department to comply with accessibility standards included in the Department’s regulations implementing the public transportation parts of Title II of the Americans with Disabilities Act, or the Uniform Federal Accessibility Standards. See 49 CFR §27.3. As discussed above, the accessibility standards included in the Department of Transportation regulations implementing the public transportation parts of Title II of the Americans with Disabilities Act adopt, with additions and modifications, the Access Board’s current guidelines, which are discussed below under the Need for Rulemaking. See 49 CFR 37.9 and Appendix A to 49 CFR part 37.

The Department of Transportation is responsible for investigating complaints and conducting compliance reviews under Section 504 relating to recipients of federal financial assistance from the Department. See 49 CFR 27.121 and 27.123.

Architectural Barriers Act

-
5. In September 2010, the Department of Justice issued regulations with revised accessibility standards for Titles II and III of the Americans with Disabilities Act (DOJ 2010 Standards). See 75 FR 56164 (September 15, 2010). Compliance with the DOJ 2010 Standards is required on or after March 15, 2012. State and local governments are permitted to comply with earlier standards (DOJ 1991 Standards without the elevator exception or UFAS) or the DOJ 2010 Standards between September 15, 2010 and March 14, 2012. Additional information on the applicable standards and their effective dates is available on the Department of Justice website at: http://www.ada.gov/revised_effective_dates-2010.htm. The DOJ 2010 Standards are available on the Department of Justice website at: http://www.ada.gov/2010ADASTandards_index.htm.
 6. Parts I and II of Subtitle B of Title II of the Americans with Disabilities Act require that the regulations issued by the Department of Transportation include accessibility standards that are “consistent with the minimum guidelines and requirements issued by the Architectural and Transportation Barriers Compliance Board.” 42 U.S.C. 12149 (b) and 12163. The accessibility standards issued by the Department of Transportation can include additional or modified requirements provided they are consistent with the Access Board’s guidelines.
 7. See Department of Transportation “Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations” at: <http://www.dot.gov/affairs/2010/bicycle-ped.html>.
-

The Architectural Barriers Act (42 U.S.C. 4151 et seq.) requires certain facilities financed with federal funds to be accessible to individuals with disabilities. The Architectural Barriers Act covers facilities financed in whole or part by a federal grant or loan where the federal agency that provides the grant or loan is authorized to issue standards for the design, construction, or alteration of the facilities.⁸ See 42 U.S.C. 4151 (3). The General Services Administration is required to issue accessibility standards for facilities covered by the Architectural Barriers Act.⁹ See 42 U.S.C. 4156. The accessibility standards issued by the General Services Administration adopt, without any additions or modifications, the Access Board's current guidelines, which are discussed below under the Need for Rulemaking. See 41 CFR 102-76.65.

The Access Board is responsible for enforcing the Architectural Barriers Act. See 29 U.S.C. 792 (b) (1) and (e).

Need for Rulemaking

This section discusses the Congressional findings in the Americans with Disabilities Act that establish the need for accessibility guidelines, the Access Board's current accessibility guidelines, and why the Access Board is proposing to issue accessibility guidelines for pedestrian facilities in the public right-of-way.

Congressional Findings of Discrimination

The Americans with Disabilities Act was enacted in 1990 by overwhelming bipartisan majorities in the House of Representatives (377 – 28) and in the Senate (91 – 6).¹⁰ Congress compiled an extensive record of the discrimination experienced by individuals with disabilities in critical areas such as employment, public accommodations, state and local government services, and transportation. Congress found that “despite some improvements such forms of discrimination against individuals with disabilities continue to be a serious and pervasive social problem.” 42 U.S.C. 12101 (a) (2). Among the forms of discrimination that Congress found to be a continuing problem are “the discriminatory effects of architectural, transportation, and communication barriers.” 42 U.S.C. 12101 (a) (5). Congress found that “the continuing existence of unfair and unnecessary discrimination and prejudice denies people with disabilities the opportunity to compete on an equal basis and to pursue those opportunities for which our free society is justifiably famous, and costs the United States billions of dollars in unnecessary expenses resulting from dependency and nonproductivity.” 42 U.S.C. 12101 (a) (9). Congress declared that “the Nation's proper goals regarding individuals with disabilities are to ensure equality of opportunity, full

8. The Architectural Barriers Act also covers facilities constructed, altered, or leased by federal agencies; and facilities constructed or altered by the Washington Metropolitan Area Transit Authority. See 42 U.S.C. 4151 (1), (2), and (4).

9. The accessibility standards issued by the General Services Administration apply to all facilities covered by the Architectural Barriers Act, except for postal, military, and residential facilities. The United States Postal Service is responsible for issuing accessibility standards for postal facilities; the Department of Defense is responsible for issuing accessibility standards for military facilities; and the Department of Housing and Urban Development is responsible for issuing accessibility standards for residential facilities. See 42 U.S.C. 4153, 4154, and 4154a.

10. 101 Cong. Rec. H4629 and 4630 (July 12, 1990); 101 Cong. Rec. S9695 (July 13, 1990).

participation, independent living, and economic self-sufficiency for such individuals.” 42 U.S.C. 12101 (a) (8).

The purpose of the Americans with Disabilities Act is “to provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities” and “to provide clear, strong, and consistent, enforceable standards addressing discrimination against individuals with disabilities.” 42 U.S.C. 12101 (b) (1) and (2). Congress directed the Access Board to supplement the accessibility guidelines developed earlier for the Architectural Barriers Act to include “additional requirements, consistent with this Act, to ensure that buildings, facilities, rail passenger cars, and vehicles are accessible in terms of architecture and design, transportation, and communication, to individuals with disabilities.” 42 U.S.C. 12204 (b).

Current Guidelines Developed Primarily for Buildings and Facilities on Sites

The Access Board’s current accessibility guidelines were issued in 2004 and are known as the Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines (hereinafter referred to as “2004 ADA and ABA Accessibility Guidelines”).¹¹ 69 FR 44083 (July 23, 2004). The 2004 ADA and ABA Accessibility Guidelines revised and updated the Americans with Disabilities Act Accessibility Guidelines, which were issued by the Access Board in 1991 (hereinafter referred to as “1991 ADAAG”). 56 FR 35408 (July 26, 1991). The requirements in the 1991 ADAAG and 2004 ADA and ABA Accessibility Guidelines were developed primarily for buildings and facilities on sites.¹² Some of the requirements can be readily applied to pedestrian facilities in the public right-of-way. However, other requirements need to be adapted for pedestrian facilities in the public right-of-way.

11. The 2004 ADA and ABA Accessibility Guidelines are codified in 36 CFR part 1191 and consist of six appendices:

- Appendix A is the Table of Contents to the guidelines;
- Appendix B contains ADA Chapters 1 and 2, which include application and scoping requirements for the design, construction, and alteration of facilities covered by the Americans with Disabilities Act;
- Appendix C contains ABA Chapters 1 and 2, which include application and scoping requirements for the design, construction, and alteration of facilities covered by the Architectural Barriers Act;
- Appendix D contains Chapters 3 through 10, which include common technical requirements for the design, construction, and alteration of facilities covered by the Americans with Disabilities Act or the Architectural Barriers Act;
- Appendix E contains the index of terms and list of figures included in the guidelines; and
- Appendix F contains additions and modifications to the guidelines issued by the Department of Transportation.

The DOJ 2010 Standards and the Department of Transportation standards for transportation facilities used in the provision of transportation services covered by the transportation parts of Title II of the ADA and facilities covered by Section 504 adopt Appendices B and D, with additions and modifications. The General Services Administration standards for facilities covered by the Architectural Barriers Act adopt Appendices C and D, without additions and modifications.

12. The term “site” is defined in the 1991 ADAAG (see 3.5) and 2004 ADA and ABA Accessibility Guidelines (see 106.5 and F106.5) as a “parcel of land bounded by a property line or a designated portion of a public right-of-way.”

Proposed Guidelines Developed Specifically for Pedestrian Facilities in the Public Right-of-Way

The proposed guidelines are developed specifically for pedestrian facilities in the public right-of-way and address conditions and constraints that exist in the public right-of-way. As discussed below under the Major Issues, the requirements in the proposed guidelines make allowances for typical roadway geometry and permit flexibility in alterations to existing facilities where existing physical constraints make it impractical to fully comply with new construction requirements. The proposed guidelines also include requirements for elements and facilities that exist only in the public right-of-way such as pedestrian signals and roundabouts.

Rulemaking History

The Access Board began developing accessibility guidelines for pedestrian facilities in the public right-of-way shortly after the Americans with Disabilities Act was enacted in 1990. Proposed guidelines for state and local government facilities, including pedestrian facilities in the public right-of-way, were initially issued in 1992. 57 FR 60612 (December 21, 1992). Interim guidelines were issued in 1994. 59 FR 31676 (June 20, 1994). Final guidelines were issued in 1998, but did not include requirements for pedestrian facilities in the public right-of-way because comments submitted on the proposed and interim guidelines demonstrated a need for additional research, as well as education and outreach. 63 FR 2000 (January 13, 1998).

The Access Board subsequently sponsored research on accessible pedestrian signals and pedestrian pushbuttons, detectable warning surfaces, and pedestrian facilities at roundabouts.¹³ The Access Board also produced a series of videos, a design guide, and an accessibility checklist for pedestrian facilities in the public right-of-way, and conducted training programs around the country. The Access Board coordinated its work with organizations representing state and local government transportation officials and other transportation industry professionals, including the American Association of State Highway and Transportation Officials, Institute of Transportation Engineers, National Committee on Uniform Traffic Control Devices, and Transportation Research Board.

The Access Board established a federal advisory committee in 1999 to recommend accessibility guidelines for pedestrian facilities in the public right-of-way. The advisory committee included representatives of state and local governments, the transportation industry, disability organizations, and other interested groups.¹⁴ The advisory committee provided significant sources of expertise and produced consensus recommendations for accessibility guidelines for pedestrian facilities in the public right-of-way. The advisory committee presented its recommendations, "Building a True Community: Final Report of the Public Rights-of-Way Access Advisory Committee", to the Access Board in 2001.¹⁵

The Access Board developed draft accessibility guidelines for pedestrian facilities in the public right-of-way based on the advisory committee's recommendations, and made the draft guidelines available for public review and comment in 2002.¹⁶ 67 FR 41206 (June 17, 2002). The Access Board revised the

13. The reports on the research sponsored by the Access Board and technical assistance materials on accessible design of pedestrian facilities in the public right-of-way are available on the Access Board website at: <http://www.access-board.gov/prowac/index.htm>.

draft guidelines in 2005 and made the revised draft guidelines available for public review to facilitate the gathering of data for a regulatory assessment of the potential costs and benefits of the guidelines. 70 FR 70734 (November 23, 2005). The Access Board entered into an interagency agreement with the Volpe National Transportation Systems Center (Volpe Center) to gather data and prepare cost estimates for the regulatory assessment.¹⁷

Major Issues

Transportation officials who commented on the 2002 draft guidelines raised some major issues that are addressed below.

Alterations to Existing Facilities

The draft guidelines required alterations to existing facilities to comply with the requirements for new construction to the maximum extent feasible. Most of the improvements in the public right-of-way involve alterations to existing facilities. Transportation officials noted that the meaning of the term “to the maximum extent feasible” was not clear and wanted additional guidance on how to apply the guidelines when existing facilities are altered.

The proposed guidelines clarify that where elements, spaces, or facilities are altered, each altered element, space, or facility within the scope of the project must comply with the applicable requirements for new construction (see R202.3). The phrase “within the scope of the project” is intended to focus on whether the alteration project presents an opportunity to design the altered element, space, or facility in an accessible manner. It is not intended for additional work to be done outside the scope of the project. For example, if an alteration project involves only installing pedestrian signals at existing intersections and there are no detectable warning surfaces on the curb ramps at the intersections, the proposed

14. The following organizations were members of the advisory committee: AARP, America Walks, American Association of State Highway and Transportation Officials, American Council of the Blind, American Institute of Architects, American Public Transit Association, American Public Works Association, Association for Education and Rehabilitation of the Blind and Visually Impaired, Bicycle Federation of America, Californians for Disability Rights, Canadian Standards Association (Technical Committee on Barrier-Free Design), City of Birmingham (Department of Planning, Engineering and Permits), Council of Citizens with Low Vision International, Disability and Business Technical Assistance Centers, Disability Rights Education and Defense Fund, Federal Highway Administration, Hawaii Commission on Persons with Disabilities, Hawaii Department of Transportation, Institute of Traffic Engineers, Los Angeles Department of Public Works (Bureau of Street Services), Massachusetts Architectural Access Board, Municipality of Anchorage, National Center for Bicycling and Walking, National Council on Independent Living, National Federation of the Blind, New York State Department of Transportation, Paralyzed Veterans of America, Portland Office of Transportation, San Francisco Mayor's Office on Disability, State of Alaska, TASH, Texas Department of Transportation, and The Seeing Eye.

15. The advisory committee report is available on the Access Board website at: <http://www.access-board.gov/prowac/commrept/index.htm>.

16. The 2002 and 2005 draft guidelines and comments submitted on the 2002 draft guidelines are available on the Access Board website at: <http://www.access-board.gov/prowac/index.htm>.

17. Volpe Center, “Cost Analysis of Public Rights-of-Way Accessibility Guidelines” (November 29, 2010). The document is available in the rulemaking docket (ATBCB-2011-0004) at: <http://www.regulations.gov>.

guidelines would require accessible pedestrian signals and pedestrian pushbuttons to be provided at the intersections because they are within the scope of the project, but would not require detectable warning surfaces to be provided on the curb ramps because they are not within the scope of the project. The proposed guidelines also clarify that where elements are altered or added to existing facilities but the pedestrian circulation path to the altered or added elements is not altered, the pedestrian circulation path is not required to comply with the proposed requirements for pedestrian access routes (see R202.1). For example, if a new bench is installed on a sidewalk that has a cross slope exceeding 2 percent, the sidewalk is not required to be altered to reduce the cross slope because the bench is installed on the sidewalk.

In addition, the proposed guidelines recognize that it is not always possible for altered elements, spaces, or facilities to fully comply with new construction requirements because of existing physical constraints. Where existing physical constraints make it impracticable for altered elements, spaces, or facilities to fully comply with the requirements for new construction, compliance is required to the extent practicable within the scope of the project (see R202.3.1). Existing physical constraints include, but are not limited to, underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature. The proposed guidelines permit flexibility in alterations to existing facilities where needed.

Existing Facilities That Are Not Altered

Transportation officials expressed concern about application of the draft guidelines to existing facilities that are not altered. The proposed guidelines clarify that the guidelines do not address existing facilities unless they are included within the scope of an alteration undertaken at the discretion of a covered entity (see R101.2).

The Department of Justice regulations implementing Title II of the Americans with Disabilities Act contain requirements for state and local governments regarding program accessibility and existing facilities. See 28 CFR 35.150. The Department of Transportation regulations implementing Section 504 also contain requirements for recipients of federal financial assistance from the Department regarding compliance planning. See 49 CFR 27.11 (c). The Access Board acknowledges that transportation officials are concerned about their obligations under the Title II of the Americans with Disabilities Act and Section 504 for existing facilities that are not altered, but the Access Board does not have the authority to address the application of the proposed guidelines to existing facilities that are not altered. When the Department of Justice and Department of Transportation conduct rulemaking to include accessibility standards for pedestrian facilities in the public right-of-way in regulations implementing Title II of the Americans with Disabilities Act and Section 504, they will address the application of the accessibility standards to existing facilities that are not altered. Comments concerning existing facilities that are not altered should be directed to the Department of Justice and Department of Transportation when they conduct rulemaking to include accessibility standards for pedestrian facilities in the public right-of-way in regulations implementing Title II of the Americans with Disabilities Act and Section 504.

Allowances for Typical Roadway Geometry

The 1991 ADAAG and 2004 ADA and ABA Accessibility Guidelines specify a maximum running slope of 5 percent and maximum cross slope of 2 percent for walking surfaces on accessible routes. The draft

guidelines adapted these requirements for pedestrian access routes in the public right-of-way and made an allowance for typical roadway geometry by permitting the grade of pedestrian access routes within sidewalks to equal the general grade established for the adjacent street or highway. The draft guidelines also permitted the cross slope of pedestrian access routes within midblock pedestrian street crossings and of curb ramps at midblock pedestrian street crossings to equal the street or highway grade.

Transportation officials recommended that additional allowances be made for typical roadway geometry. The proposed guidelines include the following allowances for typical roadway geometry:

- The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway (see R302.5).
- A maximum cross slope of 5 percent is permitted for pedestrian access routes within pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping (see R302.6.1).
- The cross slope of pedestrian access routes within midblock pedestrian street crossings is permitted to equal the street or highway grade (see R302.6.2).
- The cross slope of curb ramps, blended transitions, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade (see R304.5.3).
- Clear spaces required at accessible pedestrian signals and pedestrian pushbuttons and at other accessible elements are permitted to have a running slope consistent with the grade of the adjacent pedestrian access route (see R404.2).

A maximum grade of 5 percent and maximum cross slope of 2 percent are required otherwise for pedestrian access routes within sidewalks and pedestrian street crossings (see R302.5 and R302.6).

Overview of Proposed Guidelines

The proposed guidelines apply to pedestrian facilities in the public right-of-way. The proposed guidelines define the public right-of-way to mean “public land or property, usually in interconnected corridors, that is acquired for or dedicated to transportation purposes” (see R105.5). The proposed guidelines ensure that the following facilities for pedestrian circulation and use located in the public right-of-way are readily accessible to and usable by pedestrians with disabilities:

- Sidewalks, pedestrian overpasses and underpasses, and other pedestrian circulation paths, including requirements for pedestrian access routes, alternate pedestrian access routes when pedestrian circulation paths are temporarily closed, and protruding objects along or overhanging pedestrian circulation paths;
- Pedestrian street crossings, medians, and pedestrian refuge islands, including requirements for curb ramps or blended transitions, and detectable warning surfaces;
- Pedestrian street crossings at roundabouts, including requirements for detectable edge treatments where pedestrian crossing is not intended, and pedestrian activated signals at multi-lane pedestrian street crossings;
- Pedestrian street crossings at multi-lane channelized turn lanes at roundabouts and at other signalized intersections, including requirements for pedestrian activated signals;

- Pedestrian signals, including requirements for accessible pedestrian signals and pedestrian pushbuttons;
- Transit stops and transit shelters for buses and light rail vehicles, including requirements for boarding and alighting areas at sidewalk or street level, boarding platforms, and route signs;
- Pedestrian at-grade rail crossings, including requirements for flangeway gaps;
- On-street parking that is marked or metered, and passenger loading zones;
- Pedestrian signs, including requirements for visible characters on signs and alternative requirements for audible sign systems and other technologies;
- Street furniture for pedestrian use, including drinking fountains, public toilet facilities, tables, counters, and benches; and
- Ramps, stairways, escalators, handrails, doors, doorways, and gates.

Use of Mandatory Language in Proposed Guidelines

The proposed guidelines use the mandatory language “shall” and “requirement” because the guidelines are intended to be adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing Title II of the Americans with Disabilities Act, Section 504, and the Architectural Barriers Act. In this regard, the proposed guidelines are analogous to model codes. Model codes use mandatory language but compliance with model codes is not mandatory until they are adopted by a state or local government. When the Access Board’s guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing Title II of the Americans with Disabilities Act, Section 504, and the Architectural Barriers Act, compliance with the accessibility standards is mandatory. The other federal agencies will conduct separate rulemakings to include accessibility standards for pedestrian facilities in the public right-of-way in regulations implementing Title II of the Americans with Disabilities Act, Section 504, and the Architectural Barriers Act. The other federal agencies will establish the effective dates for compliance with the accessibility standards when they complete their rulemakings. The other federal agencies may permit use of the proposed guidelines as best practices pending the completion of their rulemakings. However, the proposed guidelines are not legally enforceable until adopted, with or without additions and modifications, as accessibility standards by other federal agencies in regulations implementing Title II of the Americans with Disabilities Act, Section 504, and the Architectural Barriers Act.

Impacts on State and Local Governments

When the proposed guidelines are adopted, with or without additions and modifications, as accessibility standards by other federal agencies in the regulations implementing Title II of the Americans with Disabilities Act, Section 504, and the Architectural Barriers Act, the accessibility standards will apply to units of state and local government that construct streets and highways.¹⁸ For ease of reference, these

18. Private entities that design, construct, or alter places of public accommodation or commercial facilities on sites are required to comply with accessibility standards included in regulations issued by the Department of Justice to implement Title III of the Americans with Disabilities Act. See 28 CFR 36.401 through 36.406. State or local laws may require sites with frontage on the public right-of-way or frontage that will revert to the public right-of-way to make frontage improvements in accordance with state or local standards which contain accessibility requirements that are similar to the proposed guidelines.

state and local governmental units are referred to as “state and local transportation departments” in this preamble but may go by different names (e.g., public works departments, or highway or streets departments) in their respective jurisdictions. State and local transportation departments may be required to comply with three accessibility standards. For example, a state or local transportation department that finances the design, construction, or alteration of a pedestrian facility in the public right-of-way with a federal grant or loan from the Department of Transportation would be required to comply with the accessibility standards issued by the Department of Justice in regulations implementing Title II of the Americans with Disabilities Act, the accessibility standards issued by the Department of Transportation in regulations implementing Section 504, and the accessibility standards issued by the General Services Administration in regulations implementing the Architectural Barriers Act. All three accessibility standards would be basically uniform because they adopt the proposed guidelines, but may vary to the extent that Department of Justice, Department of Transportation, and General Services Administration include additions or modifications to the proposed guidelines in their accessibility standards.

The Access Board prepared a regulatory assessment of the potential costs and benefits of the proposed guidelines. The regulatory assessment is available in the regulatory docket at <http://www.regulations.gov> and on the Access Board website at: <http://www.access-board.gov/prowac/index.htm>. The proposed guidelines are compared to a baseline to assess their potential costs and benefits. The baseline is how state and local transportation departments would design and construct pedestrian facilities in the public right-of-way in the absence of the proposed guidelines. All state transportation departments maintain design manuals and standard drawings for improvements in the public right-of-way.¹⁹ Most local transportation department also maintain design manuals and standard drawings for improvements in the public right-of-way that are consistent with the design manuals and standard drawings maintained by their state transportation departments. State and local transportation departments use publications issued by the American Association of State and Highway Transportation Officials (AASHTO) in their design manuals and standard drawings, including the “Policy on Geometric Design of Highways and Streets” (2004) (commonly referred to as the “AASHTO Green Book”) and the “Guide for the Planning, Design, and Operation of Pedestrian Facilities” (2004) which incorporate accessibility in the design of sidewalks and other pedestrian facilities.²⁰ The Federal Highway Administration as part of its stewardship and oversight responsibilities has also worked with state transportation departments to incorporate accessibility in their design manuals and standards drawings. The Federal Highway Administration has issued guidance that the accessibility standards in the Department of Justice regulations implementing Title II of the Americans with Disabilities Act and the Department of Transportation regulations implementing Section 504 “are to be used to the extent feasible” for the design of pedestrian facilities in the public right-of-way until new accessibility standards

19. Links to the design manuals and standard drawings maintained by state transportation departments are available on the Federal Highway Administration website at: <http://www.fhwa.dot.gov/programadmin/statemanuals.cfm> and <http://www.fhwa.dot.gov/programadmin/statestandards.cfm>.

20. The AASHTO “Policy on Geometric Design of Highways and Streets” and “Guide for the Planning, Design, and Operation of Pedestrian Facilities” incorporate accessibility in the design of sidewalks, including minimum clear width, passing spaces, grade, cross slope, protruding objects, and surface treatments; curb ramps, including detectable warning surfaces; pedestrian overpasses and underpasses; and transit stops and transit shelters.

are adopted for these facilities.²¹ The Federal Highway Administration has also issued guidance that the 2005 draft of the proposed guidelines for pedestrian facilities in the public right-of-way “are the currently recommended best practices, and can be considered the state of the practice that could be followed for areas not fully addressed” in the existing accessibility standards.²²

In the absence of the proposed guidelines, the regulatory assessment assumes that state and local transportation departments will use the revised accessibility standards in the Department of Justice regulations implementing Title II of the Americans with Disabilities Act (hereinafter referred to as “DOJ 2010 Standards”) to the extent feasible when designing, constructing, or altering pedestrian facilities in the public right-of-way, consistent with the guidance issued by the Federal Highway Administration, as well as other applicable standards and industry practices.²³ An analysis of the proposed guidelines compared to the DOJ 2010 Standards, other applicable standards, and industry practices is included in the appendix to the regulatory assessment. The analysis consists of three tables.

Table 1. Proposed Guidelines Contain Same Requirements as in DOJ 2010 Standards

Table 1 analyzes requirements in the proposed guidelines that are the same as requirements in the DOJ 2010 Standards.²⁴ The requirements in the proposed guidelines in Table 1 will have no impacts on state and local transportation departments compared to the requirements in the DOJ 2010 Standards because the requirements are the same.

Table 2. Proposed Guidelines Adapt Requirements in DOJ 2010 Standards

Table 2 analyzes requirements in the proposed guidelines that adapt requirements in the DOJ 2010 Standards to allow for conditions and constraints in the public right-of-way.²⁵ The requirements in the proposed guidelines in Table 2 do not establish greater requirements for accessibility in the public right-

21. See Federal Highway Administration, Office of Program Administration, “Pedestrians and Accessible Design” at: <http://www.fhwa.dot.gov/programadmin/pedestrians.cfm>. When the guidance was issued, the applicable accessibility standards in the Department of Justice regulations implementing Title II of the Americans with Disabilities Act and the Department of Transportation regulations implementing Section 504 adopted the 1991 ADAAG and permitted the Uniform Federal Accessibility Standards to be used.

22. See Federal Highway Administration, “Public Rights-of-Way Access Advisory” (January 23, 2006) at: <http://www.fhwa.dot.gov/environment/bikeped/prwaa.htm>.

23. See footnote 5 regarding the DOJ 2010 standards and effective dates.

24. The requirements analyzed in Table 1 include: drinking fountains, public toilet facilities, tables, counters, passenger loading zones, ramps, stairways, handrails, doors, doorways, gates, operable parts, clear spaces, knee and toe clearance, and reach ranges.

25. The requirements analyzed in Table 2 include: sidewalks and other pedestrian circulation paths, pedestrian street crossings, pedestrian overpasses and underpasses, pedestrian at-grade rail crossings, curb ramps and blended transitions, protruding objects, transit stops and transit shelters used by buses and light rail vehicles, on-street parking, and escalators. The requirements for transit stops and transit shelters used by buses and light vehicles are compared to the accessibility standards in the Department of Transportation regulations implementing the public transportation parts of Title II of the Americans with Disabilities Act.

of-way than the requirements in the DOJ 2010 Standards and industry practices. Some of the requirements in the proposed guidelines in Table 2 establish lesser requirements for accessibility in the public right-of-way than the requirements in the DOJ 2010 Standards. For example, where the pedestrian access route in a sidewalk is contained within the street or highway right-of-way, the grade of the pedestrian access route is permitted to equal the general grade established for the adjacent street or highway to allow for typical roadway geometry instead of the running slope requirements for accessible routes on sites. The requirements in the proposed guidelines in Table 2 will have no impacts on state and local transportation departments compared to the requirements in the DOJ 2010 Standards and industry practices, except for the 2 percent maximum cross slope requirement for pedestrian access routes contained within pedestrian street crossings with stop or yield control where vehicles slow or stop before proceeding through the intersection (see R204.3 and R302.6). This requirement will have more than minimal impacts on the design and construction of new tabled intersections in hilly urban areas that contain pedestrian street crossings with stop or yield control. The impacts are analyzed in the regulatory assessment and discussed below under Cross Slope (R302.6) in the Section-by-Section Analysis.

Table 3. Proposed Guidelines Contain Requirements Not in DOJ 2010 Standards

Table 3 analyzes requirements in the proposed guidelines for which there are no corresponding requirements in the DOJ 2010 Standards.²⁶ The requirements in the proposed guidelines in Table 3 are compared to other applicable accessibility standards and the 2009 edition of Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). Where the requirements in the proposed guidelines in Table 3 are the same as the requirements in other applicable accessibility standards or the MUTCD, the requirements will have no impacts on state and local transportation departments. Where a requirement in the proposed guidelines in Table 3 differs from a corresponding requirement in other applicable accessibility standards or there is no corresponding requirement in other applicable accessibility standards, the analysis used the following factors to identify whether the requirement will have more than minimal impacts on state and local transportation departments:

- Whether the requirement can be easily incorporated into the design of the element or facility?
- Whether the requirement adds features to the element or facility?
- Whether the requirement reduces space needed for other purposes?
- What are the additional costs due to the requirement compared to the total design and construction costs for the element or facility?

A requirement that can be easily incorporated into the design of an element or facility, and does not add features to the element or facility or reduce space needed for other purposes will have minimal impacts on state and local transportation departments. A requirement that cannot be easily incorporated into the design of an element or facility, adds features to the element or facility, or reduces space needed for other purposes and that results in additional costs compared to the total design and construction costs of

26. The requirements analyzed in Table 3 include: alternate pedestrian access routes, pedestrian signal phase timing, accessible pedestrian signals and pedestrian pushbuttons, pedestrian street crossings at roundabouts, detectable warning surfaces on curb ramps and blended transitions at pedestrian street crossings, detectable warning surfaces on pedestrian at-grade rail crossings not located within a street or highway, pedestrian signs, and benches.

the element or facility which are not negligible (i.e., are worth considering) will have more than minimal impacts on state and local transportation departments.

The analysis identified three requirements in the proposed guidelines in Table 3 that will have more than minimal impacts on state and local transportation departments:

- Detectable warning surfaces on curb ramps and blended transitions at pedestrian street crossings (see R208.1 and R305);
- Accessible pedestrian signals and pedestrian pushbuttons (see R209); and
- Pedestrian activated signals at roundabout intersections with multi-lane pedestrian street crossings (see R206 and R306.3.2).

The impacts of these requirements are analyzed in the regulatory assessment and are discussed below under the relevant requirements in the Section-by-Section Analysis.

Question 1. Comments are requested on whether other requirements in the proposed guidelines will have more than minimal impacts on state and local transportation departments, in addition to the requirements identified in Tables 2 and 3. Comments should:

- Identify the requirement by section number or other information that identifies the specific requirement;
- Explain why the requirement will have more than minimal impacts using the factors described above or other appropriate factors; and
- Provide estimates of the additional costs due to the requirement compared to the total design and construction costs for the element or facility.

Question 2. Comments are requested on whether the requirements in the proposed guidelines have any unintended positive or negative consequences.

Question 3. Comments are requested on alternative regulatory approaches for achieving the objectives of the Americans with Disabilities Act, Section 504, and Architectural Barriers Act to eliminate the discriminatory effects of architectural, transportation, and communication barriers in the design and construction of pedestrian facilities in the public right-of-way.

Section-by-Section Analysis

The proposed guidelines consist of four chapters. Chapter R1 addresses the application and administration of the proposed guidelines. Chapter R2 contains scoping requirements. Chapter R3 contains technical requirements. Chapter R4 contains supplementary technical requirements, which are the same as in the 2004 ADA and ABA Accessibility Guidelines with a few exceptions. The sections in each chapter are discussed below. Sections marked as "advisory" contain advisory information related to the preceding section. Advisory sections do not establish mandatory requirements. Some advisory sections reference related mandatory requirements to alert readers about those requirements.

The Access Board is committed to writing guidelines that are clear, concise, and easy to understand so that persons who use the guidelines know what is required. If any of the proposed guidelines are

ambiguous or not clear, point out the problematic language in your comments so it can be improved in the final guidelines.

Chapter R1: Application and Administration

R101 Purpose

The proposed guidelines contain scoping and technical requirements to ensure that facilities for pedestrian circulation and use located in the public right-of-way are readily accessible to and usable by pedestrians with disabilities. When the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing Title II of the Americans with Disabilities Act, Section 504, and the Architectural Barriers Act, compliance with the accessibility standards is mandatory.

The proposed guidelines do not address existing facilities unless they are included within the scope of an alteration to an existing facility undertaken at the discretion of a covered entity. The Department of Justice regulations implementing Title II of the Americans with Disabilities Act contain requirements for state and local governments regarding program accessibility and existing facilities. See 28 CFR 35.150. The Department of Transportation regulations implementing Section 504 also contain requirements for recipients of federal financial assistance from the Department regarding compliance planning. See 49 CFR 27.11 (c). As discussed above under the Major Issues, transportation officials who commented on the 2002 draft guidelines expressed concern about existing facilities that are not altered. When the Department of Justice and Department of Transportation conduct rulemaking to include accessibility standards for pedestrian facilities in the public right-of-way in regulations implementing Title II of the Americans with Disabilities Act and Section 504, they will address the application of the accessibility standards to existing facilities that are not altered. Comments concerning existing facilities that are not altered should be directed to the Department of Justice and Department of Transportation when they conduct rulemaking to include accessibility standards for pedestrian facilities in the public right-of-way in regulations implementing Title II of the Americans with Disabilities Act and Section 504.

R102 Equivalent Facilitation

The use of alternative designs, products, or technologies that result in substantially equivalent or greater accessibility and usability than the proposed guidelines is permitted.

R103 Conventions

Conventional industry tolerances apply where dimensions are not stated as a range. Where the required number of accessible facilities or elements is based on ratios or percentages and remainders or fractions result, the next greater whole number is required. Where the required size or dimension of a facility or element is based on ratios or percentages, rounding down for values less than one half is permitted. Measurements are stated in metric and U.S. customary units, and each system of measurement is to be used independently of the other.

R104 Referenced Standards

The proposed guidelines incorporate by reference certain standards in the 2009 edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). The referenced MUTCD standards are discussed below under the relevant requirements regarding the provision of alternate pedestrian access routes when a pedestrian circulation path is temporarily closed, the provision of accessible pedestrian signals and pedestrian pushbuttons, and pedestrian signal phase timing. The MUTCD is available on the Federal Highway Administration website at: <http://mutcd.fhwa.dot.gov>.

R105 Definitions

The proposed guidelines incorporate the MUTCD definitions for the following terms: highway, intersection, island, median, pedestrian, roundabout, sidewalk, splitter island, and street. The proposed guidelines define the following terms: accessible, alteration, blended transition, cross slope, curb line, curb ramp, element, facility, grade break, operable part, pedestrian access route, pedestrian circulation path, public right-of-way, qualified historic facility, running slope, and vertical surface discontinuities. These definitions are discussed in the sections where the terms are used. Collegiate dictionaries are used to determine the meaning of terms that are not defined in the proposed guidelines, referenced MUTCD standards, or regulations issued by federal agencies that adopt the proposed guidelines as accessibility standards. Singular and plural words, terms, and phrases are used interchangeably.

Chapter R2: Scoping Requirements

Scoping requirements specify what pedestrian facilities must comply with the proposed guidelines. Some of the scoping requirements are triggered where certain pedestrian facilities are provided such as pedestrian signals (see R209), street furniture (see R212), transit stops and transit shelters (see R213), on-street parking (see R214), and passenger loading zones (see R215). The scoping requirements reference the technical requirements that each pedestrian facility must comply with in order to be considered accessible. The technical requirements are discussed in Chapters R3 and R4.

R201 Application

The proposed guidelines apply to newly constructed facilities, altered portions of existing facilities, and elements added to existing facilities for pedestrian circulation and use located in the public right-of-way. The proposed guidelines apply to both permanent and temporary facilities in the public right-of-way. An advisory section provides examples of temporary facilities in the public right-of-way that are covered by the scoping requirements (e.g., temporary pedestrian circulation routes around work zones and portable public toilets).

Buildings and structures in the public right-of-way that are not covered by the proposed guidelines must comply with the applicable requirements in the 2004 ADA and ABA Accessibility Guidelines. An advisory section provides examples of buildings and structures in the public right-of-way that are not covered by the proposed guidelines and must comply with the applicable requirements in the 2004 ADA and ABA Accessibility Guidelines (e.g., towers and temporary performance stages and reviewing stands).

R202 Alterations and Elements Added to Existing Facilities

The proposed guidelines apply to alterations and elements added to existing facilities. Alterations are changes to an existing facility that affect or could affect pedestrian access, circulation, or use (see R105.5). Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility. The Department of Justice and Department of Transportation may provide guidance on the meaning of the word “resurfacing” when they conduct rulemaking to include accessibility standards for pedestrian facilities in the public right-of-way in regulations implementing Title II of the Americans with Disabilities Act and Section 504. Comments requesting guidance on the meaning of the term “resurfacing” should be directed to the Department of Justice and Department of Transportation when they conduct rulemaking to include accessibility standards for pedestrian facilities in the public right-of-way in regulations implementing Title II of the Americans with Disabilities Act and Section 504.

Where elements are altered or added to existing facilities but the pedestrian circulation path to the altered or added elements is not altered, the pedestrian circulation path is not required to comply with the proposed requirements for pedestrian access routes. For example, if a new bench is installed on an existing sidewalk that has a cross slope exceeding 2 percent, the sidewalk is not required to be altered to reduce the cross slope because the bench is installed on the sidewalk. Advisory information recommends that, where possible, added elements should be located on an existing pedestrian access route. This provision is based on similar provisions in the 2004 ADA and ABA Accessibility Guidelines which do not require the circulation path to altered elements or spaces to comply with the requirements for accessible routes where the circulation path to the altered elements or spaces is not altered (see 202.3, Exception 1; and F202.3, Exception 1).

Where existing physical constraints make it impractical for altered elements, spaces, or facilities to fully comply with new construction requirements, compliance is required to the extent practicable within the scope of the project. Existing physical constraints include, but are not limited to, underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature.

The 2004 ADA and ABA Accessibility Guidelines (see 202.4 and F202.4) and the Department of Justice regulations implementing Title II of the Americans with Disabilities Act (see 28 CFR 35.151 (b)) include an additional requirement for facilities on sites whereby an alteration that affects or could affect the usability of or access to an area containing a “primary function” must be made so as to ensure that, to the maximum extent feasible, the “path of travel” to the altered area is accessible, unless the additional cost and scope of the alterations to provide an accessible “path of travel” are disproportionate to the cost of the alteration to the “primary function” area. The Department of Justice regulations define the terms “primary function” and “path of travel.” See 28 CFR 35.151 (b) (4) (i) and (ii). According to the Department of Justice regulations, a “primary function” is a major activity for which the facility is intended. “Primary function” areas include the dining area of a cafeteria, the meeting rooms in a conference center, as well as offices and other work areas in which the activities of the public entity using the facility are carried out. Mechanical rooms, boiler rooms, supply storage rooms, employee lounges or locker rooms, janitorial closets, entrances, and corridors are not “primary function” areas. Restrooms are not “primary function” areas unless the provision of restrooms is a primary purpose of the area (e.g., restrooms in highway rest stops). Alterations to windows, hardware, controls, electrical outlets, and signage are not alterations that affect the usability of or access to a “primary function” area.

The Department of Justice regulations further state that a “path of travel” includes a continuous, unobstructed way of pedestrian passage by means of which the altered area may be approached, entered, and exited, and which connects the altered area with an exterior approach (including sidewalks, streets, and parking areas), an entrance to the facility, and other parts of the facility. An accessible “path of travel” may consist of walks and sidewalks; curb ramps and other interior or exterior pedestrian ramps; clear floor paths through lobbies, corridors, rooms, and other improved areas; parking access aisles; elevators and lifts; or a combination of these elements; and also includes the restrooms, telephones, and drinking fountains serving the altered area.

The Department of Justice regulations deem the additional cost of alterations to provide an accessible “path of travel” to the altered area disproportionate when it exceeds 20 percent of the cost of the alteration to the “primary function” area. See 28 CFR 35.151 (b) (4) (iii). When the additional cost of alterations to provide an accessible “path of travel” to the altered area is disproportionate, the Department of Justice regulations require the “path of travel” to be made accessible to the extent that it can be made accessible without incurring disproportionate costs (i.e., an amount equal to 20 percent of the cost of the alteration to the “primary function” area must be expended to provide an accessible “path of travel” to the altered area). See 28 CFR 35.151 (b) (4) (iv). A similar requirement is not included in the proposed guidelines because of the uncertainty how the terms “primary function” and “path of travel” as defined in the Department of Justice regulations for facilities on sites would apply to pedestrian facilities in the public right-of-way. Revising the definitions of “primary function” and “path of travel” to apply to pedestrian facilities in the public right-of-way will not necessarily result in additional accessibility. For example, if an area that contains a “primary function” is defined to include sidewalks, an accessible “path of travel” would be required to the altered sidewalks, which in effect would require the cost and scope of planned sidewalk alteration projects to be increased by 20 percent. Sidewalk alteration projects can be planned to take into account the additional 20 percent scope and cost of work. For example, if a 5 block sidewalk alteration project would be planned in the absence of a requirement for an accessible “path of travel” to the altered sidewalks, imposing a requirement for an accessible “path of travel” to the altered sidewalks could result in a 4 block sidewalk alteration project being planned and the additional 20 percent scope and cost of work would result in a 5 block sidewalk alteration project.

Transitional segments of pedestrian access routes must connect to unaltered segments of existing pedestrian circulation paths and comply with the technical requirements for pedestrian access routes to the extent practicable. Alterations must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site below the requirements for new construction in effect at the time of the alteration.

Where the State Historic Preservation Officer or Advisory Council on Historic Preservation determines that compliance with a requirement would threaten or destroy historically significant features of a qualified historic facility, compliance is required to the extent that it does not threaten or destroy historically significant features of the facility. A qualified historic facility is a facility that is listed in or is eligible for listing in the National Register of Historic Places, or is designated as historic under state or local law (see R105.5)

R203 Machinery Spaces

Vaults, tunnels, and other spaces used by service personnel only are not required to comply with the proposed guidelines.

R204 Pedestrian Access Routes

A pedestrian access route is a continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path in the public right-of-way (see R105.5). Pedestrian access routes in the public right-of-way ensure that the transportation network used by pedestrians is accessible to pedestrians with disabilities. Pedestrian access routes in the public right-of-way are analogous to accessible routes on sites in that they connect to accessible elements, spaces, and facilities in the public right-of-way, including accessible pedestrian signals and pedestrian pushbuttons, accessible street furniture, accessible transit stops and transit shelters, accessible on-street parking spaces and parking meters and parking pay stations serving those parking spaces, and accessible passenger loading zones. Pedestrian access routes in the public right-of-way also connect to accessible routes at building and facility site arrival points.²⁷

Pedestrian access routes must be provided within:

- Sidewalks and other pedestrian circulation paths located in the public right-of-way;
- Pedestrian street crossings and at-grade rail crossings, including medians and pedestrian refuge islands; and
- Overpasses, underpasses, bridges, and similar structures that contain pedestrian circulation paths.

Where an overpass, underpass, bridge, or similar structure is designed for pedestrian use only and the approach slope to the structure exceeds 5 percent, a ramp, elevator, limited use/limited application elevator, or platform lift must be provided. Elevators and platform lifts must be unlocked during the operating hours of the facility served.

An advisory section notes that the Federal Highway Administration has issued guidance on the obligations of state and local governments to keep pedestrian access routes open and usable throughout the year, including snow and debris removal.

R205 Alternate Pedestrian Access Routes

Alternate pedestrian access routes must be provided when a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions. The alternate pedestrian access route must comply with the referenced MUTCD standards. The MUTCD standards require alternate pedestrian routes to be accessible and detectable, including warning pedestrians who are blind or have low vision about sidewalk closures. Proximity-actuated audible signs are a preferred means to warn pedestrians who are blind or have low vision about sidewalk closures.

R206 Pedestrian Street Crossings

27. The ADA and ABA Accessibility Guidelines require accessible routes on sites to connect to site arrival points, including public streets and sidewalks (see 206.2.1 and F206.2.1).

Pedestrian street crossings must comply with technical requirements in Chapter R3 that reference MUTCD standards for pedestrian signal phase timing. The technical requirements in Chapter R3 also include requirements for roundabouts and multi-lane channelized turn lanes.

R207 Curb Ramps and Blended Transitions

Curb ramps, blended transitions, or a combination of curb ramps and blended transitions must connect the pedestrian access routes at each pedestrian street crossing. Curb ramps and blended transitions must be wholly contained within the pedestrian street crossings served. Typically, two curb ramps must be provided at each street corner. In alterations where existing physical constraints prevent two curb ramps from being installed at a street corner, a single diagonal curb ramp is permitted at the corner.

R208 Detectable Warning Surfaces

Detectable warning surfaces consist of small truncated domes built in or applied to a walking surface that are detectable underfoot. On pedestrian access routes, detectable warning surfaces indicate the boundary between a pedestrian route and a vehicular route where there is a flush rather than a curbed connection for pedestrians who are blind or have low vision. Detectable warning surfaces are not intended to provide wayfinding for pedestrians who are blind or have low vision. An advisory section provides information on streetscape designs that can make wayfinding easier. Detectable warning surfaces must be provided at the following locations on pedestrian access routes and at transit stops:

- Curb ramps and blended transitions at pedestrian street crossings;
- Pedestrian refuge islands;
- Pedestrian at-grade rail crossings not located within a street or highway;
- Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards; and
- Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles where the side of the boarding and alighting areas facing the rail vehicles is not protected by screens or guards.

Detectable warning surfaces are not required at pedestrian refuge islands that are cut-through at street level and are less than 1.8 meters (6 feet) in length in the direction of pedestrian travel because detectable warning surfaces must extend 610 millimeters (2 feet) minimum on each side of the island and be separated by a 610 millimeters (2 feet) minimum length of island without detectable warning surfaces (see R305.1.4 and R305.2.4). Installing detectable warning surfaces at cut-through pedestrian islands that are less than 1.8 meters (6 feet) in length would compromise the effectiveness of detectable warning surfaces. An advisory section recommends that where a cut-through pedestrian island is less than 1.8 meters (6 feet) in length and the pedestrian street crossing is signalized, the signal should be timed for a complete crossing of the street.

Comments from Individuals Who Are Blind or Have Low Vision

The National Federation of the Blind was a member of the advisory committee that recommended the proposed guidelines, but filed a minority report recommending detectable warning surfaces should be required only on curb ramps with slopes of 6.6 percent or less, and at medians and pedestrian refuge

islands. Comments on the 2002 draft guidelines from individuals who identified themselves as blind or having low vision supported requiring detectable warning surfaces on all curb ramps by a margin of 2:1.

Detectable Warning Surfaces on Curb Ramps

When the Access Board issued the 1991 ADAAG, the guidelines contained a requirement for detectable warning surfaces on curb ramps. The requirement was temporarily suspended between 1994 and 2001 pending additional research and review of issues relating to requirement. The Access Board deferred addressing detectable warning surfaces on curb ramps in the 2004 ADA and ABA Accessibility Guidelines pending completion of the guidelines for pedestrian facilities in the public right-of-way. As a result of these actions, there are different requirements for detectable warning surfaces on curb ramps in the accessibility standards included the regulations issued by the Department of Justice implementing Title II of the Americans with Disabilities Act and by the Department of Transportation implementing Section 504.

When the Department of Justice initially issued regulations in 1991 implementing Title II of the Americans with Disabilities Act, the regulations required state and local governments to use accessibility standards (hereinafter referred to as the "DOJ 1991 Standards") that included the 1991 ADAAG which contained a requirement for detectable warning surfaces on curb ramps, or the Uniform Federal Accessibility Standards (UFAS) which did not contain a requirement for detectable warning surfaces on curb ramps.²⁸ When the Department of Justice adopted the DOJ 2010 Standards, those standards included the 2004 ADA and ABA Accessibility Guidelines which do not contain a requirement for detectable warning surfaces on curb ramps.

The Department of Transportation regulations implementing Section 504 require state and local governments that receive federal financial assistance directly or indirectly from the Department to use accessibility standards that include the 2004 ADA and ABA Accessibility Guidelines, as modified by the Department, or UFAS. See 49 CFR 27.3 (b). The Department of Transportation modified the 2004 ADA and ABA Accessibility Guidelines by retaining certain requirements from the 1991 ADAAG, including the requirement for detectable warning surfaces on curb ramps. See 406.8 in Appendix A to 49 CFR part 37.

State and local transportation departments will be affected differently by the requirement in the proposed guidelines for detectable warning surfaces on curb ramps depending on the accessibility standards that they use for curb ramps in the public right-of-way. The Access Board reviewed the standard drawings for the design of curb ramps on state transportation department websites and found that the transportation departments in all 50 states and the District of Columbia specify detectable warning surfaces on curb ramps in the standard drawings.²⁹ Most local transportation departments use standard drawings for the design of curb ramps that are consistent with the standard drawings maintained by their

28. UFAS was issued in 1984 by the General Services Administration and other federal agencies responsible for issuing accessibility standards for facilities covered by the Architectural Barriers Act. See 49 FR 31528 (August 7, 1984).

29. Links to each state transportation department's standard drawings that specify detectable warning surfaces on curb ramps are available on the Access Board website at: <http://www.access-board.gov/prowag/index.htm>.

state transportation departments. These state and local transportation departments use either the DOJ 1991 Standards, which include the 1991 ADAAG requirement for detectable warning surfaces on curb ramps, or the Department of Transportation accessibility standards, which include the 2004 ADA and ABA Accessibility Guidelines as modified by the Department to include the requirement from the 1991 ADAAG for detectable warning surfaces on curb ramps.³⁰

Governmental Units Affected

State and local transportation departments are divided into four groups for the purpose of evaluating the impacts of the requirement in the proposed guidelines for detectable warning surfaces on curb ramps:

- Group 1 consists of state and local transportation departments that use UFAS for curb ramps as currently permitted by the Department of Justice and Department of Transportation regulations implementing Title II of the Americans with Disabilities Act and Section 504. UFAS did not contain a requirement for detectable warning surfaces on curb ramps. The Access Board is not aware of any state or local transportation departments that use UFAS. The Department of Justice regulations do not permit the use of UFAS on or after March 15, 2012. See 28 CFR 35.151 (c) (3). Thus, Group 1 will cease to exist as of March 15, 2012, and any state and local transportation departments currently in Group 1 will fall into one of the other groups.

Question 4. The Access Board seeks information on whether any state and local transportation departments currently use UFAS for curb ramps in the public right-of-way.

- Group 2 consists of state and local transportation departments that receive federal financial assistance directly or indirectly from the Department of Transportation. State and local transportation departments in Group 2 are required to comply with the accessibility standards in the Department of Justice regulations implementing Title II of the Americans with Disabilities Act and the Department of Transportation regulations implementing Section 504. Where the requirements in the accessibility standards in the Department of Justice and Department of Transportation regulations differ, the more stringent requirement must be used. Excluding any state and local transportation departments in Group 1, state and local transportation departments in Group 2 must comply with the requirement for detectable warning surfaces on curb ramps in the Department of Transportation regulations because it is the more stringent requirement. All state transportation departments and most local transportation departments are in Group 2 and specify detectable warning surfaces on curb ramps in their standard drawings. The requirement in the proposed guidelines for detectable warning

30. The DOJ 1991 Standards require detectable warning surfaces to extend the full width and depth of the curb ramp (see 4.7.7, Appendix E to 28 CFR part 36). The Department of Transportation standards require detectable warning surfaces to extend the full width of the curb ramp (exclusive of flared sides) and either the full depth of the curb ramp or 24 inches deep minimum measured from the back of the curb on the ramp surface (see 406.8, Appendix A to 49 CFR part 37). Guidance issued by the Department of Justice permits the use of the Department of Transportation standards for detectable warning surfaces on curb ramps. See Department of Justice, "ADA Best Practices Tool Kit for State and Local Governments, Curb Ramps and Pedestrian Crossings" (May 7, 2006) at: <http://www.ada.gov/pcatoolkit/toolkitmain.htm>.

surfaces on curb ramps will not have any impacts on state and local transportation departments in Group 2.

- Group 3 consists of local transportation departments that do not receive federal financial assistance directly or indirectly from the Department of Transportation. Local transportation departments in Group 3 are required to comply only with the accessibility standards in the Department of Justice regulations implementing Title II of the Americans with Disabilities Act. Excluding any local transportation departments in Group 1, local transportation departments in Group 3:
 - a) Used the DOJ 1991 Standards, which include the 1991 ADAAG and contain a requirement for detectable warning surfaces on curb ramps, before September 15, 2010. See 28 CFR 35.151 (c) (1).
 - b) Are permitted to use the DOJ 1991 Standards, which include the 1991 ADAAG and contain a requirement for detectable warning surfaces on curb ramps, or the DOJ 2010 Standards, which include the 2004 ADA and ABA Accessibility Guidelines and do not contain a requirement for detectable warnings on curb ramps, between September 15, 2010 and March 14, 2012. See 28 CFR 35.151 (c) (2).
 - c) Must use the DOJ 2010 Standards, which include the 2004 ADA and ABA Accessibility Guidelines and do not contain a requirement for detectable warnings on curb ramps, on or after March 15, 2012. See 28 CFR 35.151 (c) (3).

Thus, local transportation departments in Group 3 were required to provide detectable warning surfaces on curb ramps before September 15, 2010; may or may not be required to provide detectable warning surfaces on curb ramps between September 15, 2010 and March 14, 2012 depending on the accessibility standard they use (DOJ 1991 Standards or DOJ 2010 Standards); and are not required to provide detectable warning surfaces on curb ramps on or after March 15, 2012 pending the future adoption of accessibility standards for pedestrian facilities in the public right-of-way by the Department of Justice.

Question 5. The Access Board seeks information on whether local transportation departments in Group 3 will continue or discontinue providing detectable warning surfaces on curb ramps in the public right-of-way pending the future adoption of accessibility standards for pedestrian facilities in the public right-of-way by the Department of Justice.

- Group 4 consists of state and local transportation departments that do not comply with accessibility standards for curb ramps in the public right-of-way. The Department of Justice and Federal Highway Administration have provided guidance on accessibility standards that apply to curb ramps in the public right-of-way, including the requirement for detectable warning surfaces.³¹ Despite the guidance provided by the Department of Justice and the Federal Highway Administration on the accessibility standards that apply to curb ramps in the public right-of-way, there may be state and local transportation departments that do not comply with the standards.

31. See Department of Justice, "ADA Best Practices Tool Kit for State and Local Governments, Curb Ramps and Pedestrian Crossings" (May 7, 2006) at: <http://www.ada.gov/pcatoolkit/toolkitmain.htm>; and Federal Highway Administration, "Information on Detectable Warnings" (May 6, 2002) at: <http://www.fhwa.dot.gov/environment/bikeped/dwm.htm>.

Question 6. Comments are requested on whether the future adoption of accessibility standards for pedestrian facilities in the public right of way by the Department of Justice and Department of Transportation in regulations implementing Title II of the Americans with Disabilities Act and Section 504 will have a positive or negative effect, or no effect on the compliance rates of state and local transportation departments, particularly with respect to providing detectable warning surfaces on curb ramps.

Question 7. The Access Board seeks information on the number of curb ramps that are constructed or altered on an annual basis in the public right-of-way by state and local transportation departments.

Costs to Provide Detectable Warning Surfaces on Curb Ramps

Detectable warning surfaces are available in a variety of materials. The Volpe Center gathered data from local transportation departments and vendors on various detectable warning materials and estimated the costs of 8 square feet of the materials for a typical curb ramp as shown in the table below. The estimates do not include installation costs.

Detectable Warning Surfaces	Materials Costs for Typical Curb Ramp
Concrete pavers	\$48 to \$80
Brick pavers	\$128
Polymer and composite materials	\$120 to \$200
Stainless steel or cast iron products	\$240

Question 8. The Access Board seeks additional information on the costs for detectable warning materials (8 square feet) and installation of the materials on a typical curb ramp.

Detectable Warning Surfaces on Boarding Platforms Used by Buses and Rail Vehicles, and Boarding and Alighting Areas Used by Rail Vehicles

The 1991 ADAAG and 2004 ADA and ABA Accessibility Guidelines contain a requirement for detectable warning surfaces on rail platforms.³² The proposed guidelines adapt this requirement to transit stops in the public right-of-way, and require detectable warning surfaces on boarding platforms at transit stops for buses and rail vehicles (i.e., raised platforms used for level boarding by bus rapid transit systems and light rail systems) and at boarding and alighting areas at sidewalk or street level transit stops for rail vehicles. Detectable warning surfaces are not required where the edges of the boarding platform or the boarding and alighting areas facing the rail vehicles are protected by screens or guards.

Durability and Maintenance of Detectable Warning Surfaces

Transportation officials who commented on the 2002 draft guidelines expressed concern about the durability and maintenance of detectable warning surfaces. The National Cooperative Highway

32. See 1991 ADAAG, 10.3.1 (8); and 2004 ADA and ABA Accessibility Guidelines, 810.5.2.

Research Program (NCHRP) has conducted two studies on the durability and maintenance of detectable warning surfaces. The first study was completed in 2005 and reviewed performance information submitted by state and local transportation departments.³³ The performance information was limited in terms of the products reviewed and time period of review (about 2 years). The study noted that there were new promising detectable warning products on the market, and recommended that test methods be developed for evaluating the long-term performance and durability of the products. The second study was completed in 2010 and recommended procedures for testing and evaluating detectable warning products.³⁴ The test methods can be used by state and local transportation departments to select detectable warning products that will provide long-term performance and durability under different environmental conditions. Many state and local transportation departments have evaluated and approved detectable warning products that are suited to their environments.

R209 Accessible Pedestrian Signals and Pedestrian Pushbuttons

An accessible pedestrian signal and pedestrian pushbutton is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision. The pedestrian pushbutton has a locator tone for detecting the device and a tactile arrow to indicate which pedestrian street crossing is served by the device. The MUTCD contains standards for accessible pedestrian signals and pedestrian pushbuttons, but does not require that they be provided. The proposed guidelines require accessible pedestrian signals and pedestrian pushbuttons to be provided when new pedestrian signals are installed. For existing pedestrian signals, the proposed guidelines require accessible pedestrian signals and pedestrian pushbuttons to be provided when the signal controller and software are altered, or the signal head is replaced. Accessible pedestrian signals and pedestrian pushbuttons must comply with the referenced standards in the MUTCD and the technical requirements for operable parts in Chapter R4. Technical assistance and training on the installation of accessible pedestrian signals and pedestrian pushbuttons is available from the Access Board and transportation industry professional associations.³⁵

Comments from Individuals Who Are Blind or Have Low Vision

The National Federation of the Blind was a member of the advisory committee that recommended the proposed guidelines, but filed a minority report recommending that state and local governments consult with the local blind community to determine whether to provide accessible pedestrian signals and

33. "Synthesis of Maintenance and Durability Information for Detectable Warnings on Sidewalks" March 2005 at: <http://maintenance.transportation.org/Documents/DetectableWarning20-7%28177%29.pdf>.

34. "Procedures for Testing and Evaluating Detectable Warning Systems" March 2010 at: http://online-pubs.trb.org/onlinepubs/nchrp/nchrp_rpt_670.pdf.

35. Technical assistance and training on the installation of accessible pedestrian signals are available on the following websites:

Access Board at: <http://www.access-board.gov/research/pedestrian-signals/bulletin.htm>;

Accessible Design for the Blind: http://www.accessforblind.org/aps_abt.html;

Institute of Transportation Engineers at: <http://www.ite.org/education/olg.asp>;

National Highway Cooperative Research Program at: <http://www.apsguide.org/>; and

Transportation Research Board at: <http://www.trb.org/Main/Public/Blurbs/159938.aspx>.

pushbuttons on an intersection-by-intersection basis. Comments on the 2002 draft guidelines from individuals who identified themselves as blind or having low vision supported providing accessible pedestrian signals and pushbuttons at each signalized intersection where pedestrian signals are newly installed or replaced by a margin of 2:1.

Governmental Units Affected

The Transportation Equity Act for the 21st Century (TEA-21) directed that audible traffic signals be included in transportation plans and projects where appropriate. See 23 U.S.C. 217 (g). Some state and local transportation departments currently provide accessible pedestrian signals and pedestrian pushbuttons when pedestrian signals are newly installed or replaced at signalized intersections. The requirement in the proposed guidelines for accessible pedestrian signals and pedestrian pushbuttons will have impacts on state and local transportation departments that do not currently provide accessible pedestrian signals and pedestrian pushbuttons when pedestrian signals are newly installed or replaced at signalized intersections.

Question 9. The Access Board seeks information on how many state and local transportation departments currently provide accessible pedestrian signals and pedestrian pushbuttons when pedestrian signals are newly installed or replaced at signalized intersections.

Costs to Provide Accessible Pedestrian Signals and Pedestrian Pushbuttons

The Volpe Center estimated the additional cost for an accessible pedestrian pushbutton compared to conventional pushbutton is \$350 per unit. For a typical intersection with four crosswalks, two accessible pedestrian pushbuttons would be required at each corner for a total of eight units per intersection and a total additional cost of \$2,800 for the eight units. The cost of the units is expected to decrease as a result of the proposed guidelines due to greater standardization of customer requirements and increased orders. The total additional cost to provide accessible pedestrian signals and pedestrian pushbuttons, including labor and other equipment such as stub poles and conduit, will vary by location. The Volpe Center estimated that the total additional costs are \$3,600 per intersection based on a published cost study and interviews with local transportation departments.

Question 10. The Access Board seeks information from state and local transportation departments that currently provide accessible pedestrian signals and pedestrian pushbuttons on the additional costs to provide the accessible pedestrian signals and pedestrian pushbuttons.

The Volpe Center estimated that pedestrian signals are newly installed or replaced at 13,095 signalized intersections on an annual basis based on the following assumptions:

- There are over 300,000 existing signalized intersections in the United States using a rule-of-thumb of one signalized intersection per 1,000 population.³⁶
- There are 2,550 new signalized intersections in the United States each year based on the US Census Bureau forecast of future population growth (0.85 percent).

36. See MUTCD "Frequently Asked Questions – Part 4 – Highway Traffic Signals" at: http://mutcd.fhwa.dot.gov/knowledge/faqs/faq_part4.htm.

- Ninety (90) percent of new and existing signalized intersections in the United States provide pedestrian signals.
- The life cycle or replacement rate for existing pedestrian signals is 25 years.

The Volpe Center estimated that the total annual costs are \$47 million for requiring accessible pedestrian signals and pedestrian pushbuttons when pedestrian signals are newly installed or replaced at signalized intersections.

Question 11. Comments are requested on the assumptions used to estimate the total annual costs for requiring accessible pedestrian signals and pushbuttons when pedestrian signals are newly installed or replaced at signalized intersections.

R210 Protruding Objects

Objects that protrude into pedestrian circulation paths can be hazardous for pedestrians, especially pedestrians who are blind or have low vision. Objects along or overhanging any portion of a pedestrian circulation path must comply with the technical requirements for protruding objects in Chapter R4. Objects also must not reduce the clear width required for pedestrian access routes. An advisory section provides examples of street furniture and other objects that must comply with these requirements, and notes that the AASHTO "Guide for the Planning, Design, and Operation of Pedestrian Facilities" recommends that local governments regulate the use of sidewalks by private entities for activities such as outdoor dining, vending carts and stands, and street fairs under an encroachment permit process that addresses accessibility, including protruding objects and maintaining the clear width of pedestrian access routes.

R211 Signs

Signs that provide directions, warnings, or other information for pedestrians only and signs that identify routes served by transit stops must comply with the technical requirements for visual characters in Chapter R4. An advisory section provides examples of signs that are required and are not required to comply with the technical requirements for visual characters in Chapter R4. Signs displaying the International Symbol of Accessibility must be provided at accessible parking spaces and accessible passenger loading zones.

The 2004 ADA and ABA Accessibility Guidelines contain similar requirements for transit signs (see 810.4 and 810.6). In the 2004 ADA and ABA Accessibility Guidelines, characters on bus route signs must comply with the technical requirements for character height "to the maximum extent practicable."³⁷ The phrase "to the maximum extent practicable" was intended to provide flexibility where there are restrictions on the size of signs. A similar provision is not included in the proposed guidelines because it is almost always practicable to comply with the technical requirements for character height.

37. The 2004 ADA and ABA Accessibility Guidelines also do not require bus route signs to comply with the technical requirements for minimum height above the ground and line spacing (see 703.5.6, 703.5.9, and 810.4).

Audible sign systems and other technologies are widely used today to transmit information and are more usable by pedestrians who are blind or have low vision.³⁸ Where audible sign systems and other technologies are used to transmit information equivalent to the information contained on signs, the signs are not required to comply with the technical requirements for visual characters in Chapter R4.

Question 12. The Access Board seeks information on technologies that are currently used or are under development to transmit information that is equivalent to the information contained on pedestrian signs and transit signs provided in the public right-of-way.

R212 Street Furniture

Drinking fountains, public toilet facilities, tables, and counters must comply with applicable requirements in the 2004 ADA and ABA Accessibility Guidelines. Where multiple single-user public toilet facilities are clustered at a single location, at least 5 percent, but no less than one, of the toilet facilities in each cluster must be accessible and identified by the International Symbol of Accessibility. At least 50 percent, but no less than one, of benches at each location must provide a clear space for a wheelchair adjacent to the bench. Benches at tables are not required to comply.

R213 Transit Stops and Transit Shelters

Transit stops and transit shelters must comply with the technical requirements for transit stops and transit shelters in Chapter R3. Transit stops in the public right-of-way typically serve fixed route bus systems, including bus rapid transit systems, and light rail transit systems. An advisory section notes that the Federal Highway Administration has issued guidance on the obligation of state and local transportation departments, metropolitan planning organizations, and transit agencies to coordinate the planning and funding of accessibility improvements to transit systems and facilities.

R214 On-Street Parking Spaces

Where on-street parking is provided on the block perimeter and the parking is marked or metered, a minimum number of parking spaces must be accessible and comply with the technical requirements for parking spaces in Chapter R3. For every 25 parking spaces on the block perimeter up to 100 spaces, one parking space must be accessible. For every additional 50 parking spaces on the block perimeter between 101 and 200 spaces, an additional parking space must be accessible. Where more than 200 parking spaces are provided on the block perimeter, 4 percent of the parking spaces must be accessible. Metered parking includes parking metered by parking pay stations. Where parking is metered by parking pay stations and the parking is not marked, each 6.1 meters (20 feet) of the block perimeter where parking is permitted is counted as one parking space for determining the minimum number of accessible parking spaces.

R215 Passenger Loading Zones

38. The ANSI approved standard "ICC A117.1-2009: Accessible and Usable Buildings and Facilities" includes technical requirements for remote infrared audible sign systems (see 703.8).

Where passenger loading zones are provided, at least one passenger loading zone for each 30 meters (100 feet) of continuous loading zone space or fraction thereof must be accessible and comply with the technical requirements for passenger loading zones in Chapter R3.

R216 Stairways and Escalators

Stairways on pedestrian circulation paths must comply with technical requirements for stairways in Chapter R4. Escalators on pedestrian circulation paths must comply with the applicable technical requirements in the 2004 ADA and ABA Accessibility Guidelines. Stairways and escalators cannot be part of a pedestrian access route.

R217 Handrails

Handrails are not required on pedestrian circulation paths. However, if handrails are provided on pedestrian circulation paths, the handrails must comply with the technical requirements for handrails in Chapter R4.

R218 Doors, Doorways, and Gates

Doors, doorways, and gates to pedestrian facilities such as transit shelters must comply with applicable technical requirements in the 2004 ADA and ABA Accessibility Guidelines.

Chapter R3: Technical Requirements

Technical requirements specify what design criteria elements, spaces, and facilities must comply with in order to be considered accessible.

R301 General

The technical requirements in Chapter R3 apply where required by the scoping requirements in Chapter R2, or where referenced by another technical requirement in Chapters R3 or R4.

R302 Pedestrian Access Routes

General (R302.1)

The technical requirements for pedestrian access routes are contained in R302, and adapt the technical requirements for accessible routes in the 2004 ADA and ABA Accessibility Guidelines to the public right-of-way. In alterations where existing physical constraints make it impractical to fully comply with the technical requirements, compliance is required to the extent practicable within the scope of the project (see R202.3.1).

Components (R302.2)

The components of pedestrian access routes and the technical requirements for each component are listed in R302.2. Sidewalks and other pedestrian circulation paths, pedestrian street crossings, and pedestrian overpasses and underpasses and similar structures must comply with all the technical

requirements in R302.3 through R302.7. Curb ramps and blended transitions must comply with the technical requirements in R302.7 and R304. Ramps must comply with the technical requirements in R407. Elevators, limited use/limited application elevators, platform lifts, and doors, doorways, and gates must comply with applicable technical requirements in the 2004 ADA and ABA Accessibility Guidelines.

Continuous Width (R302.3)

The continuous clear width of pedestrian access routes (exclusive of the width of the curb) must be 1.2 meters (4 feet) minimum, except for medians and pedestrian refuge islands where the clear width must be 1.5 meters (5 feet) minimum in order to allow for passing space. The AASHTO "Guide for the Planning, Design, and Operation of Pedestrian Facilities" recommends that sidewalks be wider than 1.2 meters (4 feet), particularly in urban areas. Where sidewalks are wider than 1.2 meters (4 feet), only a portion of the sidewalk is required to comply with the technical requirements in R302.3 through R302.7.

The advisory committee recommended a minimum width of 1.5 meters (5 feet) for pedestrian access routes. The proposed guidelines specify a minimum width of 1.2 meters (4 feet) in order to allow for street furniture and other objects that may be located on sidewalks. R210 prohibits street furniture and other objects from reducing the clear width required for pedestrian access routes. A minimum width of 1.2 meters (4 feet) will accommodate turns at intersections and building entrances. Advisory information recommends additional maneuvering clearance at turns or changes in direction, recesses and alcoves, building entrances, and along curved or angled routes, particularly where the grade exceeds 5 percent.

Passing Spaces (R302.4)

Where the clear width of pedestrian access routes is less than 1.5 meters (5 feet), passing spaces must be provided at intervals of 61 meters (200 feet) maximum. Passing spaces must be 1.5 meters (5 feet) minimum by 1.5 meters (5 feet) minimum. Passing spaces are permitted to overlap pedestrian access routes.

Grade (R302.5)

Grade is the slope parallel to the direction of pedestrian travel. Grade is calculated by dividing the vertical change in elevation by the horizontal distance covered, and is expressed as a percent. Where pedestrian access routes are contained within a street or highway right-of-way, the grade of the pedestrian access route is permitted to equal the general grade established for the adjacent street or highway, except that where pedestrian access routes are contained within pedestrian street crossings a maximum grade of 5 percent is required. This is consistent with the AASHTO "Policy on Geometric Design of Highways and Streets" which recommends that the sidewalk grade follow the grade of adjacent roadways, and also recommends maximum cross slopes for roadways. Where pedestrian access routes are not contained within a street or highway right-of-way, a maximum grade of 5 percent is required.

Cross Slope (R302.6)

Cross slope is the slope perpendicular to the direction of pedestrian travel (see R105.5). On a sidewalk, cross slope is measured perpendicular to the curb line or edge of the street or highway. Cross slope

impedes travel by pedestrians who use wheeled mobility devices since energy must be expended to counteract the perpendicular force of the cross slope. Cross slope makes it more difficult for pedestrians who use wheelchairs to travel on uphill slopes and to maintain balance and control on downhill slopes. Cross slope also negatively affects pedestrians who use braces, lower limb prostheses, crutches, or walkers, as well as pedestrians who have gait, balance, or stamina impairments. The maximum cross slope permitted on accessible routes in the 2004 ADA and ABA Accessibility Guidelines is 2 percent. In exterior environments, a maximum cross slope of 2 percent is generally accepted as adequate to allow water to drain off paved walking surfaces.

A maximum cross slope of 2 percent is specified for pedestrian access routes, except for pedestrian access routes contained within certain pedestrian street crossings in order to allow for typical roadway geometry. A 5 percent maximum cross slope is specified for pedestrian access routes contained within pedestrian street crossings without yield or stop control to avoid any unintended negative impacts on the control and safety of vehicles, their occupants, and pedestrians in the vicinity of the intersection. Pedestrian street crossings without yield or stop control are crossings where there is no yield or stop sign, or where there is a traffic signal that is designed for the green phase. At pedestrian street crossings without yield or stop control vehicles can proceed through the intersection without slowing or stopping. The cross slope of pedestrian access routes contained within midblock pedestrian street crossings is permitted to equal the street or highway grade.

Question 13. Comments are requested on whether the description of pedestrian street crossings without yield or stop control is clear, or whether there is a better way to describe such crossings?

In new construction, where pedestrian access routes within sidewalks intersect at corners, the 2 percent maximum cross slope requirement will result in level corners (i.e., the slope at the corners will not exceed 2 percent in each direction of pedestrian travel). The level corners will provide a platform for providing level spaces for curb ramps and blended transitions, pedestrian street crossings, and accessible pedestrian signals and pedestrian pushbuttons.

Newly Constructed Tabled Intersections That Contain Pedestrian Street Crossings With Yield or Stop Control

The 2 percent maximum cross slope requirement applies to pedestrian access routes within pedestrian street crossings with yield or stop control where vehicles slow or stop before proceeding through the intersection. The cross slope of the pedestrian access route within the pedestrian street crossing is the longitudinal grade of the street being crossed, and the 2 percent maximum cross slope requirement will impact the vertical alignment of streets in the vicinity of the intersection. In new construction, street intersections in hilly urban areas are typically cut-and-filled to produce relative flat or tabled intersections. Where pedestrian street crossings with yield or stop control are provided at newly constructed tabled intersections, the tabling would be extended to the pedestrian street crossings to comply with the 2 percent maximum cross slope for pedestrian access routes within the pedestrian street crossings.

Question 14. The Access Board seeks information on the current design policies and practices of state and local transportation departments with respect to tabling newly constructed intersections in hilly urban areas, and particularly whether the tabling is extended to pedestrian street crossings with yield or stop control.

In new construction, extending the tabling of intersections to pedestrian street crossings with yield or stop control involves additional costs for site preparation, grading, and earthwork. The Volpe Center roughly estimated the additional costs to extend the tabling to pedestrian street crossings with yield or stop control to be \$60,000 per intersection based on information provided by a transportation official to the Access Board. The costs will vary by site.

Question 15. The Access Board seeks information on the additional costs to extend the tabling of newly constructed intersections in hilly urban areas to pedestrian street crossings with yield or stop control.

Question 16. The Access Board seeks information on number of tabled intersections which contain pedestrian street crossings with yield or stop control that are newly constructed in hilly urban areas on an annual basis by state and local transportation departments.

Surfaces (R302.7)

The proposed technical requirements for surfaces apply to pedestrian access routes, including curb ramps and blended transitions, and accessible elements and spaces that connect to pedestrian access routes. An advisory section lists the accessible elements and spaces that connect to pedestrian access routes and are required to comply with the technical requirements for surfaces.

The surfaces of pedestrian access routes and the surfaces at accessible elements and spaces that connect to pedestrian access routes must be firm, stable, and slip resistant. Vertical alignment of surfaces within pedestrian access routes (including curb ramp runs, blended transitions, turning spaces, and gutter areas within pedestrian access routes) and within the surfaces at accessible elements and spaces that connect to pedestrian access routes must be generally planar. Grade breaks (i.e., the line where two surface planes with different grades meet, see R105.5) must be flush. Where pedestrian access routes cross rails at grade, the pedestrian access route must be level and flush with the top of the rail at the outer edges of the rails, and the surfaces between the rails must be aligned with the top of the rail.

Vertical surface discontinuities (i.e., vertical difference in level between two adjacent surfaces, see R105.5) must be 13 millimeters (0.5 inch) maximum. Vertical surface discontinuities between 6.4 millimeters (0.25 inch) and 13 millimeters (0.5 inch) must be beveled with a slope not steeper than 50 percent, and the bevel must be applied across the entire vertical surface discontinuity. Horizontal openings in gratings and joints must not permit the passage of a sphere more than 13 millimeters (0.5 inch) in diameter. Elongated openings in gratings must be placed so that the long dimension is perpendicular to the dominant direction of travel.

Flangeway gaps at pedestrian at-grade rail crossings must be 64 millimeters (2.5 inches) maximum on non-freight rail track, and 75 millimeters (3 inches) maximum on freight rail track. These are the typical gaps required to allow passage of train wheel flanges. The flangeway gaps are wider than the maximum gap allowed for horizontal openings in other surfaces. These wider flangeway gaps pose a potential safety hazard to pedestrians who use wheelchairs because the gap can entrap the wheelchair casters.³⁹ The Federal Railroad Administration is sponsoring research to develop materials or devices that will fill the flangeway gap under light loads of a wheelchair but will compress or retract when a train wheel

flange passes over it.⁴⁰ The materials or devices will be tested under heavy and light train loads for safety, effectiveness, durability, and cost.

Question 17. The Access Board seeks information on materials and devices that fill the flangeway gap, and any related research and sources of expertise.

R303 Alternate Pedestrian Access Routes (See R205)

In the 2005 draft of the proposed guidelines, the technical requirements for alternate pedestrian access routes were contained in Chapter R3. The proposed guidelines reference MUTCD standards for alternate pedestrian access routes in the scoping requirements at R205. This section heading is included in Chapter R3 of the proposed guidelines to notify readers who were familiar with the 2005 draft of the proposed guidelines where to find the requirements for alternate pedestrian access routes. This section heading will not be included in the final guidelines.

R304 Curb Ramps and Blended Transitions

General (R304.1)

Curb ramps are ramps that are cut through or built up to the curb (see R105.5). Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps. Blended transitions are raised pedestrian street crossings, depressed corners, or similar connections between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that have a grade of 5 percent or less (see R105.5).

The technical requirements for curb ramps and blended transitions are contained in R304 and adapt the technical requirements for curb ramps in the 2004 ADA and ABA Accessibility Guidelines to the public right-of-way. In alterations where existing physical constraints make it impractical to fully comply with the technical requirements, compliance is required to the extent practicable within the scope of the project (see R202.3.1).

Perpendicular Curb Ramps (R304.2)

39. For additional information on the potential safety hazard of flangeway gaps, see "Wheelchair Safety at Rail Level Crossings, International Review Working Paper" (2003) at [http://www.transport.vic.gov.au/DOI/DOIElect.nsf/\\$UNIDS+for+Web+Display/43D9BDF138FFE9F9CA256D630011A607/\\$FILE/Rail_Crossing_Disability_Access-International_Review.pdf](http://www.transport.vic.gov.au/DOI/DOIElect.nsf/$UNIDS+for+Web+Display/43D9BDF138FFE9F9CA256D630011A607/$FILE/Rail_Crossing_Disability_Access-International_Review.pdf); and "Rail Crossing Disability Access Kit" (2003) available at: [http://www.transport.vic.gov.au/DOI/DOIElect.nsf/\\$UNIDS+for+Web+Display/E995EA3FEB44F07CCA256D630011AD71/\\$FILE/Rail_Crossing_Disability_Access-Toolkit.pdf](http://www.transport.vic.gov.au/DOI/DOIElect.nsf/$UNIDS+for+Web+Display/E995EA3FEB44F07CCA256D630011AD71/$FILE/Rail_Crossing_Disability_Access-Toolkit.pdf).

40. For announcement of award of research contact in 2010, see <http://www.volpe.dot.gov/sbir/ph1rec10.html> and <http://www.integran.com/news/IT%20USA%20DOT%20Flangeway%20Gap%20SBIR%20-%20100323.pdf>. The Transportation Research Board has also developed research need statements for reducing flangeway gaps at railroad crossings. See "Wheelchairs Crossing Flangeway Gaps at Railroad Crossings" (2007); and "Reducing Flangeway Gaps at Railroad Crossings to Better Accommodate Pedestrians" (2008). The research need statements are available at: <http://rns.trb.org/dproject.asp?n=13462> and <http://rns.trb.org/dproject.asp?n=17644>.

Perpendicular curb ramps have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles where the curb is curved. On corners with a large curb radius, it will be necessary to indent the gutter grade break on one side of the curb ramp in order for the curb ramp to meet the gutter grade break at right angles.

A turning space must be provided at the top of perpendicular curb ramps. The turning space must be 1.2 meters (4 feet) minimum by 1.2 meters (4 feet) minimum, and is permitted to overlap other turning spaces and clear spaces. Where the turning space is constrained at the back of the sidewalk, the turning space must be 1.2 meters (4 feet) minimum by 1.5 meters (5 feet) minimum, with the 1.5 meters (5 feet) dimension provided in the direction of the ramp run.

A minimum running slope of 5 percent and a maximum running slope of 8.3 percent are specified for perpendicular curb ramps, and the ramp length is limited to 4.5 meters (15 feet). A maximum running slope of 2 percent is specified for the turning space at the top of the curb ramp. The running slope is measured parallel to the direction of pedestrian travel.

A maximum slope of 10 percent is specified for the flared sides of perpendicular curb ramps where a pedestrian circulation path crosses the curb ramp. The flared sides are part of the pedestrian circulation path, but are not part of the pedestrian access route. The slope of the flared sides is measured parallel to the curb line. The 10 percent maximum slope for the flared sides is the same as in the 2004 ADA and ABA Accessibility Guidelines (see 403.6). Transportation officials have reported that the 10 percent maximum slope for the flared sides can make it difficult to provide two perpendicular curb ramps at some street corners due to the width of the flared sides at the base of the curb ramp. The Access Board is considering increasing the maximum slope for the flared sides to 12.5 percent or 16.7 percent to address this issue.

Question 18. Comments are requested on whether the maximum slope for the flared sides of perpendicular curb ramps should be increased from 10 percent to 12.5 percent or 16.7 percent, and what impact such a change would have on providing two perpendicular curb ramps at street corners. Comments are also requested on any public safety issues that may arise from increasing the maximum slope for the flared sides from 10 percent to 12.5 percent or 16.7 percent.

Parallel Curb Ramps (R304.3)

Parallel curb ramps have a running slope that is in-line with the direction of sidewalk travel and lower the sidewalk to a level turning space where a turn is made to enter the pedestrian street crossing.

A turning space must be provided at the bottom of parallel curb ramps. The turning space must be 1.2 meters (4 feet) minimum by 1.2 meters (4 feet) minimum, and is permitted to overlap other turning spaces and clear spaces. Where the turning space is constrained on two or more sides, the turning space must be 1.2 meters (4 feet) minimum by 1.5 meters (5 feet) minimum, with the 1.5 meters (5 feet) dimension provided in the direction of the pedestrian street crossing.

A minimum running slope of 5 percent and a maximum running slope of 8.3 percent are specified for parallel curb ramps, and the ramp length is limited to 4.5 meters (15 feet). A maximum running slope of

2 percent is specified for the turning space at the bottom of the curb ramp. The running slope is measured parallel to the direction of pedestrian travel.

Blended Transitions (R304.4)

A maximum running slope of 5 percent is specified for blended transitions. The running slope is measured parallel to the direction of pedestrian travel.

Common Requirements (R304.5)

The clear width of curb ramp runs (excluding flared sides), blended transitions, and turning spaces must be 1.2 meters (4 feet) minimum. Grade breaks at the top and bottom of curb ramp runs must be perpendicular to the direction of the ramp run. Grade breaks are not permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks must be flush. A maximum cross slope of 2 percent is specified for curb ramps, blended transitions, and turning spaces. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope is permitted to equal the street or highway grade. The cross slope is measured perpendicular to the direction of pedestrian travel. A maximum counter slope of 5 percent is specified for the gutter or street at the foot of curb ramp runs, blended transitions, and turning spaces. A clear space must be provided beyond the bottom of the grade break that is within the width of the pedestrian street crossing and wholly outside the parallel vehicle traffic lane. The clear space must be 1.2 meters (4 feet) minimum by 1.2 meters (4 feet) minimum.

R305 Detectable Warning Surfaces

Detectable warning surfaces consist of truncated domes aligned in a square or radial grid pattern. The dimensions for dome size and dome spacing are the same as in the 2004 ADA and ABA Accessibility Guidelines. The detectable warning surfaces must contrast visually with adjacent gutter, street or highway, or pedestrian access route surface, either light-on-dark or dark-on-light. The detectable warning surfaces must extend 610 millimeters (2 feet) minimum in the direction of pedestrian travel. At curb ramps and blended transitions, detectable warning surfaces must extend the full width of the ramp run (excluding flared sides), blended transition, or turning space. At pedestrian at-grade rail crossings not located within a street or highway, detectable warning surfaces must extend the full width of the crossing. At boarding platforms for buses and rail vehicles, detectable warning surfaces must extend the full length of the public use areas of the platform. At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces must extend the full length of the transit stop. The proposed technical requirements specify where detectable warning surfaces must be placed on perpendicular curb ramps, parallel curb ramps, blended transitions, pedestrian refuge islands, pedestrian at-grade rail crossings, boarding platforms for buses and rail vehicles, and boarding and alighting areas at sidewalk or street level transit stops for rail vehicles.

R306 Pedestrian Street Crossings

The technical requirements in R306 address pedestrian signal phase timing and pedestrian street crossings at roundabouts and multi-lane channelized turn lanes.

Pedestrian Signal Phase Timing

Pedestrian signal phase timing must comply with referenced MUTCD standards and use a pedestrian clearance time that is calculated based on pedestrian walking speed of 1.1 meters/second (3.5 feet/second) or less.

Roundabouts

A roundabout is a circular intersection with yield control at entry, which permits a vehicle on the circulatory roadway to proceed, and with deflection of the approaching vehicle counter-clockwise around a central island (MUTCD section 1A.13). Pedestrian street crossings at roundabouts can be difficult for pedestrians who are blind or have low vision to identify because the crossings are located off to the side of the pedestrian circulation path around the street or highway. Where sidewalks are flush against the curb at roundabouts and pedestrian street crossing is not intended, a continuous and detectable edge treatment must be provided along the street side of the sidewalk at roundabouts. Detectable warning surfaces must not be used for edge treatment. Where chains, fencing, or railings are used for edge protection, the bottom edge of the treatment must be 380 millimeters (15 inches) maximum above the sidewalk to be detectable by cane.

The continuous traffic flow at roundabouts removes many of the audible cues that pedestrians who are blind use to navigate pedestrian street crossings. At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal must be provided for each multilane segment of each crossing, including the splitter island (i.e., median island used to separate opposing directions of traffic entering and exiting a roundabout, MUTCD section 1A.13). Transportation officials who commented on the 2002 draft guidelines expressed concern that signalization of roundabouts would interfere with the flow of traffic at roundabout intersections. Pedestrian Hybrid Beacons can be used at roundabouts. See MUTCD sections 4F.01 through 4F.03. Pedestrian Hybrid Beacons are traffic signals that consist of a yellow signal centered below two horizontally aligned red signals. The signals are normally dark (i.e., not illuminated). The signals are initiated only upon pedestrian activation and can be timed to minimize the interruption of traffic. The signals cease operation after the pedestrian clears the crosswalk. When activated by a pedestrian, the following signals are displayed to drivers: a flashing yellow signal, then a steady yellow signal, then two steady red signals during the pedestrian walk interval, and then alternating flashing red signals during the pedestrian clearance interval. The following signals are displayed to pedestrians: a steady upraised hand (symbolizing DON'T WALK) when the flashing or steady yellow signal is operating, then a walking person (symbolizing WALK) when the steady red signals are operating, and then a flashing upraised hand (symbolizing DON'T WALK) when the alternating flashing red signals are operating. Transportation officials may request permission from the Federal Highway Administration to experiment with alternative signals at roundabouts (see MUTCD section 1A.10).⁴¹

41. The Federal Highway Administration has granted interim approval to Rectangular Flashing Rapid Beacons, which can be used at roundabouts. However, Rectangular Flashing Rapid Beacons do not provide positive indication to drivers to stop and positive indication to pedestrians that the walk interval has been actuated. Rectangular Flashing Rapid Beacons do not meet MUTCD standards for accessible pedestrian signals and pedestrian pushbuttons.

Multi-Lane Channelized Turn Lanes

Pedestrian activated signals must be provided at pedestrian street crossings at multi-lane channelized turn lanes at roundabouts and other signalized intersections. The pedestrian activated signals must comply with MUTCD standards for accessible pedestrian signals and pedestrian pushbuttons.

Governmental Units Affected

The requirement for pedestrian activated signals at roundabouts with multi-lane pedestrian street crossings will affect state and local transportation departments that construct new roundabouts with multi-lane pedestrian street crossings. The Volpe Center estimated that state and local transportation departments construct 27 new roundabouts with multi-lane pedestrian street crossings on an annual basis.⁴²

Costs to Provide Pedestrian Activated Signals at Roundabouts with Multi-Lane Pedestrian Street Crossings

The Volpe Center estimated the cost to provide pedestrian activated signals at new roundabouts with multi-lane pedestrian street crossings to range from \$90,000 to \$230,000 per roundabout, and the total annual costs for requiring pedestrian activated signals at new roundabouts with multi-lane pedestrian street crossings to range from \$2.4 million to \$6.2 million.

Question 19. The Access Board seeks additional information on the number of roundabouts with multi-lane pedestrian street crossings that are newly constructed on an annual basis by state and local transportation departments, and the costs to provide pedestrian activated signals at newly constructed roundabouts with multi-lane pedestrian street crossings.

R307 Accessible Pedestrian Signals and Pedestrian Pushbuttons (See R209)

In the 2005 draft of the proposed guidelines, the technical requirements for accessible pedestrian signals and pedestrian pushbuttons were contained in Chapter R3. The proposed guidelines reference MUTCD standards for accessible pedestrian signals and pedestrian pushbuttons in the scoping requirements at R209. This section heading is included in Chapter R3 of the proposed guidelines to notify readers who were familiar with the 2005 draft of the proposed guidelines where to find the requirements for accessible pedestrian signals and pedestrian pushbuttons. This section heading will not be included in the final guidelines.

R308 Transit Stops and Transit Shelters

42. The Volpe Center used the roundabout database at: <http://roundabout.kittelson.com/> to estimate the number of new roundabouts with multi-lane pedestrian street crossings that are constructed on an annual basis. During the five year period between 2005 and 2009, 435 new roundabouts were constructed, of which 117 were multi-lane. The data was adjusted for a small number of roundabouts that are listed in the database as having an "unknown" number of lanes and for roundabouts that do have any pedestrian facilities (i.e., sidewalks and pedestrian street crossings).

The technical requirements for transit stops and transit shelters are contained in R308 and adapt the technical requirements for transit facilities in the 2004 ADA and ABA Accessibility Guidelines to the public right-of-way.

Transit Stops (R308.1)

Boarding and alighting areas at sidewalk or street level transit stops must be 2.4 meters (8 feet) minimum measured perpendicular to the street or highway, and 1.5 meters (5 feet) minimum measured parallel to the street or highway. The grade of the boarding and alighting area parallel to the street or highway must be equal to street or highway grade to the extent practicable. The grade of the boarding and alighting area perpendicular to the street or highway must not exceed 2 percent. Where transit stops serve vehicles with more than one car, boarding and alighting areas serving each car must comply with these requirements.

Boarding platforms at transit stops must be positioned to coordinate with vehicles to minimize the vertical and horizontal gaps. The slope of boarding platforms must not exceed 2 percent in any direction. Where boarding platforms serve vehicles operating on existing track or existing street or highway, the slope of the platform parallel to the track or street or highway is permitted to equal the grade of the track or street or highway.

The surfaces of boarding and alighting areas and boarding platforms must comply with the technical requirements for surfaces (see R302.7). Boarding and alighting areas and boarding platforms must be connected to streets, sidewalks, or pedestrian circulation paths by a pedestrian access route.

Transit Shelters (R308.2)

Transit shelters must be connected by a pedestrian access route to boarding and alighting areas or boarding platforms. A clear space (see R404) must be provided entirely within the transit shelter. Where seating is provided within transit shelters, the clear space must be located either at the end of a seat, or not overlap the area within 460 millimeters (1.5 feet) from the front edge of the seat in order to not interfere with others using the seating. Environmental controls within transit shelters must be proximity actuated. Protruding objects within transit shelters must comply with the technical requirements for protruding objects (see R402).

The Access Board is considering whether to require a turning space in transit shelters. Transit shelter designs vary. Some transit shelters are enclosed on three or four sides, with an opening for ingress and egress. The turning space would be based on the 2004 ADA and ABA Accessibility Guidelines (see 304.3).⁴³ The turning space would be permitted to overlap the clear space within the transit shelter and

43. The 2004 ADA and ABA Accessibility Guidelines require a turning space to be either a circular space 1.5 meters (5 feet) minimum in diameter, or a T-shaped space within a square with sides 1.5 meters (5 feet) minimum where the arms and base of the T-Shaped space are 915 millimeters (3 feet) minimum. Each arm of the T-shaped space must be clear of obstructions 305 millimeters (1 foot) minimum in each direction, and the base must be clear of obstructions 610 millimeters (2 feet) minimum. A circular space is permitted to include knee and toe clearance. A T-shaped space is permitted to include knee and toe clearance only at the end of either the base or one arm.

the pedestrian access route, but would not be permitted to overlap the area within 460 millimeters (1.5 feet) from the front edge of seats in the transit shelter in order to not interfere with others using the seating. The portion of the turning space that does not overlap the clear space would be permitted to be outside the transit shelter.

Question 20. Comments are requested on whether a turning space should be required in transit shelters and what impact such a requirement would have on the design and placement of transit shelters?

R309 On-Street Parking Spaces

General (R309.1)

The technical requirements for accessible on-street parking spaces are contained in R309 and adapt the technical requirements for accessible parking spaces in the 2004 ADA and ABA Accessibility Guidelines to the public right-of-way.

Parallel Parking Spaces (R309.2)

Where the adjacent sidewalk or available right-of-way is more than 4.3 meters (14 feet) wide, an access aisle must be provided at street level for the entire length of each accessible parallel parking space. The access aisle must be 1.5 meters (5 feet) wide minimum and connect to a pedestrian access route. The access aisle must not encroach on the vehicular travel lane and comply with the technical requirements for surfaces (see R302.7). In alterations where the street or sidewalk adjacent to the parking spaces is not altered, an access aisle is not required provided the parking spaces are located at the end of the block face.

Where the adjacent sidewalk or available right-of-way is less than or equal to 4.3 meters (14 feet) wide, an access aisle is not required, but accessible parallel parking spaces must be located at the end of the block face.

Perpendicular and Angled Parking Spaces (R309.3)

An access aisle must be provided at street level for the entire length of each accessible perpendicular or angled parking space. The access aisle must be 2.4 meters (8 feet) wide minimum to accommodate vans with lifts, and connect to a pedestrian access route. Two accessible parking spaces are permitted to share a common access aisle. The access aisle must be marked to discourage parking in the aisle and comply with the technical requirements for surfaces (see R302.7).

Curb Ramps and Blended Transitions (R309.4)

Curb ramps or blended transitions must connect the access aisle serving each accessible on-street parking space to the pedestrian access route. Curb ramps are not permitted within the access aisle. Parking spaces at the end of block face can be served by curb ramps or blended transitions at the pedestrian street crossing. Detectable warning surfaces are not required on curb ramps and blended transitions that connect the access aisle to the sidewalk, including where the sidewalk is at the same

level as the parking spaces, unless the curb ramps and blended transitions also serve pedestrian street crossings.

Parking Meters and Parking Pay Stations (R309.5)

Operable parts of parking meters and parking pay stations that serve accessible on-street parking spaces must comply with technical requirements for operable parts in Chapter R4. Displays and information must be visible from a point located 1 meter (3.3 feet) maximum above the center of the clear space in front of the parking meter or parking pay station. At accessible parallel parking spaces, parking meters must be located at the head or foot of the space.

R310 Passenger Loading Zones

The technical requirements for accessible passenger loading zones are the same as in the 2004 ADA and ABA Accessibility Guidelines. A vehicular pull-up space 2.4 meters (8 feet) wide minimum and 6.1 meters (20 feet) long minimum must be provided at accessible passenger loading zones. An access aisle must be provided at the same level as the vehicle pull-up space. The access aisle must be 1.5 meters (5 feet) wide minimum, extend the entire length of the vehicle pull-up space, and connect to the pedestrian access route. The access aisle must be marked to discourage parking in the aisle and comply with the technical requirements for surfaces (see R302.7).

Chapter R4: Supplementary Technical Requirements

Chapter R4 contains supplementary technical requirements that are the same as in the 2004 ADA and ABA Accessibility Guidelines unless otherwise noted below.

R401 General

The supplementary technical requirements in Chapter R4 apply where required by scoping requirements in Chapter R2, or where referenced by another technical requirement in Chapters R3 or R4.

R402 Protruding Objects

Objects with leading edges between 685 millimeters (2.25 feet) and 2 meters (6.7 feet) above the finish surface must not protrude into pedestrian circulation paths more than 100 millimeters (4 inches). Post-mounted objects such as signs that are between 685 millimeters (2.25 feet) and 2 meters (6.7 feet) above the finish surface must not overhang pedestrian circulation paths more than 100 millimeters (4 inches) measured horizontally from the base of the post. The post base must be 64 millimeters (2.5 inches) thick minimum. Where objects are mounted between posts and the clear distance between the posts is more than 305 millimeters (1 foot), the lowest edge of the object must be 685 millimeters (2.25 feet) minimum or 2 meters (6.7 feet) maximum above the finish surface. The requirement for post-mounted objects differs from the 2004 ADA and ABA Accessibility Guidelines but is consistent with the MUTCD which requires the bottom of signs installed on the sidewalk to be 7 feet minimum above the sidewalk, and the bottom of secondary signs (i.e., signs mounted below another sign) that are lower than 7 feet above the sidewalk to project not more than 4 inches into the sidewalk (see MUTCD section 2A.18).

Guardrails or other barriers to pedestrian travel must be provided where the vertical clearance on pedestrian circulation paths is less than 2 meters (6.7 feet) high. The leading edge of the guardrail or barrier must be 685 millimeters (2.25 feet) maximum above the finish surface.

R403 Operable Parts

An operable part is a component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element (see R105.5). The technical requirements for operable parts apply to operable parts on accessible pedestrian signals and pedestrian pushbuttons (see R209) and parking meters and parking pay stations that serve accessible parking spaces (see R309.5). A clear space must be provided at operable parts (see R404). Operable parts must be located within the reach ranges (see R406). Operable parts must be operable with one hand and not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts must be no more than 22 newtons (5 pounds).

R404 Clear Spaces

Clear spaces are required at operable parts (see R403.2), including accessible pedestrian signals and pedestrian pushbuttons (see R209) and parking meters and parking pay stations that serve accessible parking spaces (see R309.5). Clear spaces are also required at benches (see R212.6) and within transit shelters (see R308.2). Clear spaces must be 760 millimeters (2.5 feet) minimum by 1220 millimeters (4 feet) minimum. Additional maneuvering space must be provided where an element is confined on all or part of three sides. Clear spaces are permitted to include knee and toe clearance and to be positioned for either forward or parallel approach to an element, unless another requirement specifies otherwise. The running slope of clear spaces is permitted to be consistent with the grade of the adjacent pedestrian access route. This requirement differs from the 2004 ADA and ABA Accessibility Guidelines which does not permit slopes steeper than 2 percent at clear spaces. A 2 percent maximum cross slope is specified for clear spaces. Clear spaces must comply with the technical requirements for surfaces (see R302.7).

R405 Knee and Toe Clearance

The technical requirements for knee and toe clearance apply where space beneath an element is included as part of the clear space.

R406 Reach Ranges

Forward and side reach ranges must be between 380 millimeters (1.25 feet) and 1220 millimeters (4 feet) above the finish surface. The requirements for reach ranges differ from the 2004 ADA and ABA Accessibility Guidelines in that forward reach over an obstruction is not permitted, and side reach over an obstruction is permitted where the depth of the obstruction between the clear space and the element is 225 millimeters (10 inches) maximum.

R407 Ramps

R408 Stairways

R409 Handrails

R410 Visual Characters on Signs

R411 International Symbol of Accessibility

The technical requirements ramps, stairways, handrails, visual characters on signs, and the International Symbol of Accessibility are the same as in the 2004 ADA and ABA Accessibility Guidelines.

Other Issues

Rollability and Smoothness of Walking Surfaces

Rollability refers to the ease and comfort with which pedestrians using wheelchairs and other wheeled mobility devices can travel on walking surfaces. Rough or jointed walking surfaces can cause pedestrians using wheelchairs and other wheeled mobility devices to expend extra energy or pushing effort that makes it more difficult for them to use the walking surface, and the resulting surface vibration can cause discomfort or pain that may prevent them from using the walking surface all together. There are smoothness measures for road surfaces but no similar measures for walking surfaces. The Access Board is sponsoring preliminary research that will produce a plan for a test protocol and instrumentation to measure the rollability and smoothness of walking surfaces and to establish an index of surface vibration.

Question 21. The Access Board seeks information on related research and sources of expertise on measuring the rollability and smoothness of walking surfaces, including information from the medical community on the effects of surface vibration on individuals with disabilities.

Shared Streets

A shared street is a common space designed for use by pedestrians, bicyclists, and vehicles.⁴⁴ Shared streets typically do not have curbs and delineated sidewalks. Vehicles typically travel at low speeds on shared streets. Trees, planters, parking areas, and other obstacles may be placed on shared streets to slow vehicles. Shared streets can be in a commercial area or residential area. Shared streets are difficult for pedestrians who are blind or have low vision to navigate because of the absence of curbs and clearly delineated sidewalks.⁴⁵ The Pedestrian Accessibility and Movement Environment Laboratory at

44. The Pedestrian and Bicycle Information Center provides information on shared streets on its website at: <http://www.walkinginfo.org/engineering/calming-street.cfm>.

45. Focus groups and surveys of pedestrians who are blind or have low vision commissioned by the Guide Dogs for the Blind Association in the United Kingdom and Netherlands document the difficulties that these pedestrians have using shared streets. See "The Impact of Shared Surface Streets and Shared Use Pedestrian/Cycle Paths on the Mobility and Independence of Blind and Partially Sighted People" (2010) available at: http://gdbass.net/efficiency.co.uk/fileadmin/sharedsurfaces/user/documents/TNS_Report_Text_version_Impact_of_shared_surface_streets_and_shared_use_paths_GD_2010.doc ; "Shared Surface Street Design Research Project, The Issues: Report of Focus Groups" (2006) at http://community.stroud.gov.uk/documents/23_Shared_Surface_Street_Design_Research_Project.pdf ; and "Shared Surface Street Design: Report of Focus Groups Held in Holland" (2006) at http://www.alan-hunt.co/pdf/Report_of_Holland_Focus_Groups.pdf.

University College London has conducted limited research on the use of tactile surfaces to delineate the space on shared streets that is to be used exclusively by pedestrians, and not vehicles.⁴⁶ The tactile surfaces tested included raised truncated domes that, in the United States, are used as detectable warning surfaces on curb ramps and blended transitions to indicate the boundary between the pedestrian route and the vehicular route at pedestrian street crossings. Using detectable warning surfaces to facilitate wayfinding along shared streets would be expanding the use of such surfaces.

Question 22. The Access Board seeks information on the design of shared streets in the United States, and whether tactile surfaces or other design features are used to facilitate wayfinding along shared streets. The Access Board also seeks information about other research that is planned or underway on the use of tactile surfaces or other design features to facilitate wayfinding along shared streets.

Regulatory Process Matters

Executive Orders 12866 and 13563

The Office of Management and Budget has reviewed this proposed rule pursuant to Executive Orders 12866 and 13563.⁴⁷ The Access Board prepared a regulatory assessment of the potential costs and benefits of the proposed rule. The regulatory assessment is available on the Access Board website at: <http://www.access-board.gov/prowac/index.htm>, and is also available in the regulatory docket at <http://www.regulations.gov>. The information in the regulatory assessment is discussed in the preamble under Impacts on State and Local Governments and under the relevant requirements in the Section-by-Section Analysis. The information in the regulatory assessment is also summarized in the tables below. As indicated in the tables below, the regulatory assessment does not include estimates of the total annual costs for two of the requirements in the proposed guidelines that will have more than minimal impacts because information is not available to estimate the costs. Questions are included in the preamble seeking additional information to assist the Board to estimate the total annual costs of these two

46. "Shared Space Delineators, Are They Detectable?" (2010) available at: http://www.tap.iht.org/objects_store/201004/TfL%20Report%2020100415.pdf. See also "Testing Proposed Delineators to Demarcate Pedestrian Paths in a Shared Space Environment, Report of Design Trials Conducted at University College London" (2008) available at: <http://www.homezones.org.uk/public/downloads/news/Exec%20Summary%20&%20Full%20Report%20of%20design%20trials%20at%20UCL%20PAMELA%200108.pdf>.

47. Executive Orders 12866 and 13563 establish and reaffirm principles of regulation that direct federal agencies among other things to: "(1) propose or adopt a regulation only upon a reasoned determination that its benefits justify its costs (recognizing that some benefits and costs are difficult to quantify); (2) tailor its regulations to impose the least burden on society, consistent with obtaining regulatory objectives, taking into account, among other things, and to the extent practicable, the costs of cumulative regulations; (3) select, in choosing among alternative regulatory approaches, those approaches that maximize net benefits (including potential economic, environmental, public health and safety, and other advantages; distributive impacts; and equity); (4) to the extent feasible, specify performance objectives, rather than specifying the behavior or manner of compliance that regulated entities must adopt; and (5) identify and assess available alternatives to direct regulation, including providing economic incentives to encourage the desired behavior, such as user fees or marketable permits, or providing information upon which choices can be made by the public." Executive Order 13563, section 1 (b).

requirements and to refine the cost estimates for the other requirements in the proposed guidelines. Consequently, the Access Board has not determined whether the proposed guidelines are an economically significant regulatory action.⁴⁸ The Access Board will analyze the information received in response to the questions in the preamble. When the final guidelines are issued, the Access Board will revise the regulatory assessment and determine whether the guidelines are an economically significant regulatory action.

Baseline

All state transportation departments and most local transportation departments maintain design manuals and standard drawings for improvements in the public right-of-way. The local transportation department design manuals and standard drawings are generally consistent with their state transportation department design manuals and standard drawings. State and local transportation departments use publications issued by the American Association of State and Highway Transportation Officials (AASHTO) in their design manuals and standard drawings, including the "Policy on Geometric Design of Highways and Streets" (2004) (commonly referred to as the "AASHTO Green Book") and the "Guide for the Planning, Design, and Operation of Pedestrian Facilities" (2004) which incorporate accessibility in the design of sidewalks and other pedestrian facilities.⁴⁹ The Federal Highway Administration as part of its stewardship and oversight responsibilities has also worked with state transportation departments to incorporate accessibility in their design manuals and standards drawings. The Federal Highway Administration has issued guidance that the accessibility standards in the Department of Justice regulations implementing Title II of the Americans with Disabilities Act and the Department of Transportation regulations implementing Section 504 are to be used to the extent feasible for the design of pedestrian facilities in the public right-of-way until new accessibility standards are adopted for these facilities.

In the absence of the proposed guidelines, the regulatory assessment assumes that state and local transportation departments will use the DOJ 2010 Standards in the Department of Justice regulations implementing Title II of the Americans with Disabilities Act to the extent feasible when designing, constructing, or altering pedestrian facilities in the public right-of-way, consistent with the guidance issued by the Federal Highway Administration, as well as other applicable standards and industry practices. An analysis of the proposed guidelines compared to the DOJ 2010 Standards, other applicable standards, and industry practices is included in the appendix to the regulatory assessment. The analysis identified four requirements in the proposed guidelines that will have more than minimal impacts on state and local transportation departments. The factors used to identify whether the requirements in the proposed guidelines will have more than minimal impacts are discussed in the regulatory assessment and in the preamble under Impacts on State and Local Governments. The four requirements in the proposed guidelines that will have more than minimal impacts on state and local transportation departments are summarized in the table below, along with a description of the

48. A regulatory action is economically significant if it is anticipated to "[h]ave an annual effect on the economy of \$100 million or more" or to "adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, public health or safety, or State, local, or tribal government communities." Executive Order 12866, section 2 (f) (1).

49. See footnote 20 for additional information on the AASHTO publications and accessibility.

governmental units affected by proposed requirements and questions in the preamble to the proposed guidelines that seek additional information on the governmental units affected.

Requirements in Proposed Guidelines That Will Have More Than Minimal Impacts on State and Local Transportation Departments

Requirement	Governmental Units Affected
Detectable warning surfaces required on newly constructed and altered curb ramps and blended transitions at pedestrian street crossings (R208.1 and R305)	<p>Will affect state and local transportation departments that do not currently provide detectable warning surfaces on curb ramps</p> <p>All state transportation departments currently specify detectable warning surfaces on curb ramps in their standard drawings; most local transportation departments maintain standard drawings that are consistent with standard drawings maintained by their state transportation departments</p> <p>Questions 4, 5, and 6 in preamble seek information on state and local transportation departments that do not currently provide detectable warning surfaces on curb ramps</p>
Accessible pedestrian signals and pushbuttons required when pedestrian signals newly installed or replaced at signalized intersections (R209)	<p>Will affect state and local transportation departments that do not currently provide accessible pedestrian signals and pedestrian pushbuttons when pedestrian signals are newly installed or replaced at signalized intersections</p> <p>Some state and local transportation departments currently provide accessible pedestrian signals and pedestrian pushbuttons when pedestrian signals are newly installed or replaced at signalized intersections; TEA-21 (23 U.S.C. 217 (g)) directed that audible traffic signals be included in transportation plans and projects where appropriate</p> <p>Question 9 in preamble seeks information on state and local transportation departments that currently provide accessible pedestrian signals and pedestrian pushbuttons when pedestrian signals are newly installed or replaced at signalized intersections</p>

Requirements in Proposed Guidelines That Will Have More Than Minimal Impacts on State and Local Transportation Departments

Requirement	Governmental Units Affected
Maximum cross slope of 2 percent required on pedestrian access routes, including within pedestrian street crossings with yield or stop control (R204.3 and R302.6)	<p>Will affect state and local transportation departments that construct new tabled intersections in hilly urban areas which contain pedestrian street crossings with yield or stop control</p> <p>Question 14 in preamble seeks information on the current design policies and practices of state and local transportation departments with respect to tabling newly constructed intersections in hilly urban areas, particularly with respect to extending the tabling to pedestrian street crossings with yield or stop control</p>
Pedestrian activated signals required at roundabouts with multi-lane pedestrian crossings (R206 and R306.3.2)	Will affect state and local transportation departments that construct new roundabouts with multi-lane pedestrian street crossings

The Access Board entered into an interagency agreement with the Volpe National Transportation Systems Center (Volpe Center) to gather data and prepare cost estimates for the regulatory assessment. The cost estimates prepared by the Volpe Center are summarized in the table below, along with questions in the preamble to the proposed guidelines that seek additional information to refine the cost estimates.

Estimated Total Annual Costs for Requirements That Will Have More Than Minimal Impacts on State and Local Transportation Departments

Requirement	Additional Costs Per Element or Facility Due to Requirement	Number of Elements or Facilities Constructed or Altered on Annual Basis	Total Annual Costs for Requirement
Detectable warning surfaces required on newly constructed and altered curb ramps and blended transitions at pedestrian street crossings (R208.1 and R305)	\$48 to \$240 for detectable warning materials for typical curb ramp Question 8 in preamble seeks additional information on costs for detectable warning materials and installation of the materials on typical curb ramp	No information available Question 7 in preamble seeks information on number of curb ramps that are constructed or altered on an annual basis in the public right-of-way	No estimate provided Total annual costs will depend on number of state and local transportation departments that do not currently provide detectable warning surfaces on curb ramps, and number of curb ramps that they construct or alter on an annual basis
Accessible pedestrian signals and pushbuttons required when pedestrian signals newly installed or replaced at signalized intersections (R209)	\$3,600 per signalized intersection Question 10 in preamble seeks additional information on costs for providing accessible pedestrian signals and pedestrian pushbuttons at signalized intersections	Pedestrian signals newly installed or replaced at 13,095 signalized intersections on an annual basis	\$47 million

Estimated Total Annual Costs for Requirements That Will Have More Than Minimal Impacts on State and Local Transportation Departments

Requirement	Additional Costs Per Element or Facility Due to Requirement	Number of Elements or Facilities Constructed or Altered on Annual Basis	Total Annual Costs for Requirement
Maximum cross slope of 2 percent required on pedestrian access routes, including within pedestrian street crossings with yield or stop control (R204.3 and R302.6)	\$60,000 per tabled intersection Question 15 in preamble seeks additional information on costs to extend tabling of newly constructed intersections in hilly urban areas to pedestrian street crossings with yield or stop control	No information available Question 16 in preamble seeks information on number of tabled intersections which contain pedestrian street crossings with yield or stop control that are newly constructed in hilly urban areas on an annual basis	No estimate provided Total annual costs will depend on number of tabled intersections which contain pedestrian street crossings with yield or stop control that are newly constructed in hilly urban areas on an annual basis
Pedestrian activated signals required at roundabouts with multi-lane pedestrian crossings (R206 and R306.3.2)	\$90,000 to \$230,000 per roundabout Question 19 in preamble seeks additional information on costs to provide pedestrian activated signals at roundabouts with multi-lane pedestrian crossings	27 new roundabouts with multi-lane pedestrian street crossings constructed on an annual basis	\$2.4 million to \$6.2 million

Benefits

The proposed guidelines will benefit pedestrians with disabilities. The U.S. Census Bureau reports that 54.4 million Americans, about one in five U.S. residents, reported some level of disability in 2005.⁵⁰ The number of individuals with disabilities is almost equal to the combined total population of California and Florida. The U.S. Census Bureau provides this breakdown of the population of people aged 15 and older:

- 27.4 million (11.9 percent) had difficulty with ambulatory activities of the lower body;

50. "Americans with Disabilities: 2005" (2008) available on the web at: <http://www.census.gov/prod/2008pubs/p70-117.pdf>.

- 22.6 million people (9.8 percent) had difficulty walking a quarter of a mile;
- 21.8 million (9.4 percent) had difficulty climbing a flight of stairs;
- 10.2 million (4.4 percent) used a cane, crutches, or walker to assist with mobility;
- 3.3 million (1.4 percent) used a wheelchair or other wheeled mobility device; and
- 7.8 million (3 percent) had difficulty seeing words or letters in ordinary newspaper print, including 1.8 million who are completely unable to see.

Executive Order 13563 states that to the extent permitted by law federal agencies must “propose or adopt a regulation only upon a reasoned determination that its benefits justify its costs (recognizing that some benefits and costs are difficult to quantify)” and that “where appropriate and permitted by law, each agency may consider and (discuss qualitatively) values that are difficult or impossible to quantify, including equity, human dignity, fairness, and distributive impacts.” The proposed guidelines promote important societal values that are difficult or impossible to quantify. As discussed above under the Need for Rulemaking, when enacting the Americans with Disabilities Act, Congress found “the discriminatory effects of architectural, transportation, and communication barriers” to be a continuing problem that “denies people with disabilities the opportunity to compete on an equal basis and to pursue those opportunities for which our free society is justifiably famous, and costs the United States billions of dollars in unnecessary expenses resulting from dependency and nonproductivity.” 42 U.S.C. 12101 (a) (5) and (9). Congress declared that “the Nation’s proper goals regarding individuals with disabilities are to assure equality of opportunity, full participation, independent living, and economic self-sufficiency.” 42 U.S.C. 12101 (a) (8). The proposed guidelines promote the goals declared by Congress by eliminating the discriminatory effects of architectural, transportation, and communication barriers in the design and construction of pedestrian facilities in the public right-of-way. The proposed guidelines are also important to achieving the benefits of the other parts of the Americans with Disabilities Act. As the House Report for the Americans with Disabilities Act stated, “[t]he employment, transportation, and public accommodation sections . . . would be meaningless if people who use wheelchairs were not afforded the opportunity to travel on and between the streets.” H.R. 485, 101st Cong., 2d Sess. 84 (1990).

Question 23. Comments are requested on whether the proposed guidelines have other quantitative or qualitative benefits in addition to those discussed above.

Regulatory Flexibility Act: Initial Regulatory Flexibility Analysis

The impacts of the proposed guidelines on small governmental jurisdictions with a population of less than 50,000 are discussed below. This information is required by the Regulatory Flexibility Act (5 U.S.C. §603).

Reasons for issuing proposed accessibility guidelines

The Access Board’s current accessibility guidelines, the 2004 ADA and ABA Accessibility Guidelines, were developed primarily for buildings and facilities on sites. Some of the requirements in the 2004 ADA and ABA Accessibility Guidelines can be readily applied to pedestrian facilities in the public right-of-way, but other requirements need to be adapted for pedestrian facilities in the public right-of-way. The proposed guidelines are developed specifically for pedestrian facilities in the public right-of-way and address conditions and constraints that exist in the public right-of-way.

Objectives of, and legal basis for, proposed accessibility guidelines

The Access Board is required to issue accessibility guidelines by the Americans with Disabilities Act (42 U.S.C. §12204) and Section 502 of the Rehabilitation Act (29 U.S.C. §792) to ensure that newly constructed and altered facilities are readily accessible to and usable by pedestrians with disabilities.

Small governmental jurisdictions affected by proposed accessibility guidelines

The number of small governmental jurisdictions with a population less than 50,000 affected by the proposed guidelines is shown in the table below.

Governmental Jurisdictions	Population Less Than 50,000
County	2,178
Municipal	18,824
Town or Township	16,371
Total	37,375
Source: US Census Bureau 2002 Census of Governments available at: http://www.census.gov/prod/2003pubs/gc021x1.pdf .	

Almost 70 percent of municipal governments (13,038) and more than 75 percent of towns and townships (12,331) have a population of less than 2,500. Many of these small governmental jurisdictions are located in rural areas, which generally do not construct pedestrian transportation networks (e.g., sidewalks, pedestrian street crossings, and pedestrian signals).

Compliance requirements

The proposed accessibility guidelines address the design, construction, and alteration of pedestrian facilities in the public right-of-way, including sidewalks, pedestrian street crossings, pedestrian overpasses and underpasses, curb ramps and blended transitions at pedestrian street crossings, pedestrian signals, street furniture (i.e., drinking fountains, public toilet facilities, tables, counters, and benches), pedestrian signs, transit stops and transit shelters for buses and light rail vehicles, on-street parking that is marked or metered, and passenger loading zones. The Section-by-Section Analysis of the preamble describes the proposed accessibility guidelines. Compliance with the proposed accessibility guidelines is not mandatory until they are adopted, without or without additions and modifications, as accessibility standards by other federal agencies. There are no reporting or recordkeeping requirements.

Other federal rules

The Department of Justice, Department of Transportation, and General Services Administration are responsible for issuing accessibility standards that are consistent with the accessibility guidelines issued by the Access Board and are expected to conduct rulemaking to adopt the proposed guidelines, with or

without additions and modifications, as accessibility standards in regulations implementing Title II of the Americans with Disabilities Act (28 CFR part 36 and 49 CFR part 37), Section 504 of the Rehabilitation Act (49 CFR part 27), and the Architectural Barriers Act (41 CFR part 102). Additional information on these laws and regulations is provided under the Statutory and Regulatory Background in the preamble to the proposed guidelines.

Significant alternatives which minimize any significant economic impacts on small entities

The regulatory assessment analyzes the following four requirements in the proposed guidelines that will have more than minimal impacts on state and local transportation departments:

- Detectable warning surfaces required on newly constructed and altered curb ramps and blended transitions at pedestrian street crossings (see R208.1 and R305). Detectable warning surfaces consist of small truncated domes that are detectable underfoot. Where curb ramps or blended transitions are provided at pedestrian street crossings, detectable warning surfaces indicate the boundary between a pedestrian route and a vehicular route for pedestrians who are blind or have low vision in place of the missing curb.
- Accessible pedestrian signals and pedestrian pushbuttons required when pedestrian signals newly installed or replaced at signalized intersections (see R209). Accessible pedestrian signals and pedestrian pushbuttons communicate the information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision.
- Maximum cross slope of 2 percent required on pedestrian access routes, including within pedestrian street crossings with yield or stop control. Cross slope is the slope perpendicular to the direction of pedestrian travel. Cross slope impedes travel by pedestrians who use wheeled mobility devices since energy must be expended to counteract the perpendicular force of the cross slope. The 2 percent maximum cross slope required on pedestrian access routes has more than minimal impacts on the construction of new tabled intersections in hilly urban areas that contain pedestrian street crossings with yield or stop control where vehicles slow or stop before proceeding through the intersection.
- Pedestrian activated signals at roundabouts with multi-lane pedestrian street crossings. A roundabout is a circular intersection with yield control at entry, which permits a vehicle on the circulatory roadway to proceed, and with deflection of the approaching vehicle counter-clockwise around a central island. Pedestrian activated signals are required at roundabouts with multi-lane pedestrian street crossings to facilitate crossing by pedestrians who are blind or have low vision. Small governmental jurisdictions with a population less than 50,000 are not likely to construct roundabouts with multi-lane pedestrian street crossings and will not be affected by this requirement.

There are no significant alternatives that will minimize any significant impacts of these requirements on small governmental jurisdictions and achieve the objectives of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act to eliminate the discriminatory effects of architectural, transportation, and communication barriers in the design and construction of pedestrian facilities in the public right-of-way.

Executive Order 13132: Federalism

The proposed rule adheres to the fundamental federalism principles and policy making criteria in Executive Order 13132. The proposed rule is issued under the authority of the Americans with Disabilities Act, civil rights legislation that was enacted by Congress pursuant to its authority to enforce the Fourteenth Amendment to the U.S. Constitution and to regulate commerce. The Americans with Disabilities Act was enacted "to provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." 42 U.S.C. §12101 (b) (1). The Americans with Disabilities Act recognizes the authority of State and local governments to enact and enforce laws that "provide for greater or equal protection for the rights of individuals with disabilities than are afforded by this chapter." 42 U.S.C. §12201 (b). The proposed rule is based on the recommendations of a federal advisory committee which included representatives of state and local governments. The Access Board made drafts of the proposed rule available for public review and comment. State and local governments provided comments on the drafts of the proposed rule.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act does not apply to proposed or final rules that enforce constitutional rights of individuals or enforce statutory rights that prohibit discrimination on the basis of race, color, sex, national origin, age, handicap, or disability. Since the proposed rule is issued under the Americans with Disabilities Act, which prohibits discrimination on the basis of disability, an assessment of the rule's effect on State, local, and tribal governments, and the private sector is not required by the Unfunded Mandates Reform Act.

List of Subjects in 36 CFR Part 1190

Buildings and facilities, Civil rights, Individuals with disabilities, Transportation.

Nancy Starnes,

Chair.

For the reasons stated in the preamble, the Access Board proposes to add part 1190 to title 36 of the Code of Federal Regulations to read as follows:

PART 1190 –ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY

Sec.

1190.1 Accessibility guidelines.

Appendix to part 1190 – Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

Authority: 29 U.S.C. 792 and 42 U.S.C. 12204.

§ 1190.1 Accessibility Guidelines.

The accessibility guidelines for pedestrian facilities in the public right-of-way are set forth in the appendix to this part. When the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act, compliance with the accessibility standards is mandatory. A copy of the guidelines with figures is available on the Access Board website at: <http://www.access-board.gov/prowac/nprm.htm>. Except for the International Symbol of Accessibility in Figure R411, which is included in the appendix to this part, the figures are for illustration purposes only and do not establish requirements.

CHAPTER R1: APPLICATION AND ADMINISTRATION

R101 Purpose

R101.1 General. This document contains scoping and technical requirements to ensure that facilities for pedestrian circulation and use located in the public right-of-way are readily accessible to and usable by pedestrians with disabilities. Compliance with this document is mandatory when required by regulations issued by federal agencies that include accessibility standards for the design, construction, and alteration of pedestrian facilities in the public right-of-way.

Advisory R101.1 General. Sections marked as “advisory” contain advisory information related to the preceding section. Advisory sections do not establish mandatory requirements. Some advisory sections reference related mandatory requirements to alert readers about those requirements.

R101.2 Effect on Existing Facilities. This document does not address existing facilities unless the facilities are included within the scope of an alteration undertaken at the discretion of a covered entity.

Advisory R101.2 Effect on Existing Facilities. The Department of Justice regulations implementing Title II of the Americans with Disabilities Act contain requirements for state and local governments regarding program accessibility and existing facilities. See 28 CFR 35.150. The Department of Transportation regulations implementing Section 504 of the Rehabilitation Act also contain requirements for recipients of federal financial assistance from the Department regarding compliance planning. See 49 CFR 27.11 (c).

R102 Equivalent Facilitation. The use of alternative designs, products, or technologies that result in substantially equivalent or greater accessibility and usability than the requirements in this document is permitted.

R103 Conventions

R103.1 Conventional Industry Tolerances. Dimensions are subject to conventional industry tolerances except where dimensions are stated as a range.

Advisory R103.1 Conventional Industry Tolerances. Conventional industry tolerances include tolerances for field conditions and tolerances that may be a necessary consequence of a particular manufacturing process. Conventional industry tolerances do not apply to design work.

R103.2 Calculation of Percentages. Where the required number of elements or facilities to be provided is determined by calculations of ratios or percentages and remainders or fractions result, the next greater whole number of such elements or facilities shall be provided. Where the determination of the required size or dimension of an element or facility involves ratios or percentages, rounding down for values less than one half is permitted.

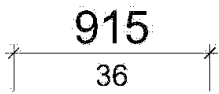
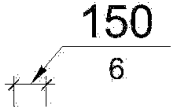
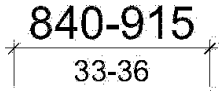
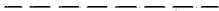




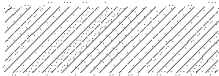
Convention	Description
	dimension showing International System of Units (in millimeters unless otherwise specified) above the line and US customary units (in inches unless otherwise specified) below
	dimension for small measurements
	dimension showing a range with minimum - maximum
min	minimum
max	maximum
>	greater than
≥	greater than or equal to
<	less than
≤	less than or equal to
	boundary of clear floor space or maneuvering clearance
	centerline
	a permitted element or its extension
	direction of travel or approach
	a highlighted element in elevation or plan
	location zone of element, control or feature

Figure R103
Graphic Convention for Figures

R103.3 Units of Measurement. Measurements are stated in metric and U.S. customary units. The values stated in each system (metric and U.S. customary units) may not be exact equivalents, and each system shall be used independently of the other.

Advisory R103.3 Units of Measurement. Users should work entirely within one system of measurement, either metric or U.S. customary units. Combining values from the two systems may result in non-compliance.

R104 Referenced Standards

R104.1 Incorporation by Reference. The specific editions of the standards listed in R104.2 are incorporated by reference in this document and are part of the requirements to the prescribed extent of each such reference. The Director of the Federal Register has approved the standards for incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies of the referenced standards may be inspected at the Access Board, 1331 F Street, NW, Suite 1000, Washington, DC 20004; or at the National Archives and Records Administration (NARA). For information on the availability of the referenced standards at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

R104.2 MUTCD. The portions of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 Edition, that are incorporated by reference in this document consist of definitions (see R105.2) and standard statements, as defined in section 1A.13 of the MUTCD (see R205, R209, and R306.3). Guidance, option, and support statements, as defined in section 1A.13 of the MUTCD, shall be used to assist in the interpretation of the standard statements. Where there are differences between this document and the referenced standards, this document applies. The MUTCD is available on the Federal Highway Administration website at <http://mutcd.fhwa.dot.gov>. Printed copies may be purchased from the American Association of State Highway and Transportation Officials, 444 N Capitol Street, NW, Washington, DC 20001 (<http://www.transportation.org/>).

Advisory R104.2 MUTCD. MUTCD definitions and standard statements are referenced in the following sections of this document:

- R105.2 references definitions in section 1A.13 of the MUTCD;
- R205 references standard statements in sections 6D.01, 6D.02, 6G.05, 6F.63, 6F.68, and 6F.71 of the MUTCD for providing alternate pedestrian access routes when a pedestrian circulation path is temporarily closed;
- R209 references standard statements in sections 4E.08 through 4E.13 of the MUTCD for accessible pedestrian signals and pedestrian pushbuttons; and
- R306.2 references standard statements in section 4E.06 of the MUTCD for pedestrian signal phase timing.

R105 Definitions

R105.1 General. For the purpose of this document, the terms defined in R105.5 have the indicated meaning.

R105.2 Terms Defined in Referenced Standards. Terms used in specific sections of the MUTCD that are incorporated by reference in this document shall have the meaning specified in section 1A.13 of the MUTCD (incorporated by reference, see R104.2). In addition, the following terms shall have the meaning specified in section 1A.13 of the MUTCD (incorporated by reference, see R104.2): highway, intersection, island, median, pedestrian, roundabout, sidewalk, splitter island, and street.

R105.3 Undefined Terms. The meaning of terms not specifically defined in R105.5, the referenced standards, or regulations issued by Federal agencies that adopt this document as accessibility standards shall be as defined by collegiate dictionaries in the sense that the context implies.

R105.4 Interchangeability. Words, terms, and phrases used in the singular include the plural and those used in the plural include the singular.

R105.5 Defined Terms.

Accessible. Describes a facility in the public right-of-way that complies with this document.

Alteration. A change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility.

Blended Transition. A raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a grade of 5 percent or less.

Cross Slope. The grade that is perpendicular to the direction of pedestrian travel.

Curb Line. A line at the face of the curb that marks the transition between the curb and the gutter, street, or highway.

Curb Ramp. A ramp that cuts through or is built up to the curb. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps.

Element. An architectural or mechanical component of a building, facility, space, site, or public right-of-way.

Facility. All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

Grade Break. The line where two surface planes with different grades meet.

Operable Part. A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element.

Pedestrian Access Route. A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Pedestrian Circulation Path. A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Public Right-of-Way. Public land or property, usually in interconnected corridors, that is acquired for or dedicated to transportation purposes.

Qualified Historic Facility. A facility that is listed in or eligible for listing in the National Register of Historic Places, or designated as historic under an appropriate state or local law.

Running Slope. The grade that is parallel to the direction of pedestrian travel.

Vertical Surface Discontinuities. Vertical differences in level between two adjacent surfaces.

CHAPTER R2: SCOPING REQUIREMENTS

R201 Application

R201.1 Scope. All newly constructed facilities, altered portions of existing facilities, and elements added to existing facilities for pedestrian circulation and use located in the public right-of-way shall comply with the requirements in this document.

Advisory R201.1 Scope. The requirements in this document are to be applied to all areas of a facility within the scope of the project. Where multiple features of the same type are provided, such as on-street parking spaces, and a percentage of the features are required to be accessible, only the required number of features must comply with the technical requirements in this document and be connected to a pedestrian access route. Where elements are provided on a site that is a designated portion of a public right-of-way, the elements are required to comply with the applicable requirements in this document instead of the requirements in the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities and the Architectural Barriers Act Accessibility Guidelines (36 CFR part 1191).

R201.2 Temporary and Permanent Facilities. The requirements in this document shall apply to temporary and permanent facilities in the public right-of-way.

Advisory R201.2 Temporary and Permanent Facilities. Temporary pedestrian circulation paths around work zones and portable public toilets are examples of temporary facilities in the public right-of-way that are covered by the requirements in this document.

R201.3 Buildings and Structures. Buildings and structures in the public right-of-way that are not covered by the requirements in this document shall comply with the applicable requirements in 36 CFR part 1191.

Advisory R201.3 Buildings and Structures. Towers and temporary performance stages and reviewing stands are examples of structures that may be provided in the public right-of-way and are not covered by the requirements in this document. These structures are required to comply with the applicable requirements in the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities and the Architectural Barriers Act Accessibility Guidelines (36 CFR part 1191).

R202 Alterations and Elements Added to Existing Facilities

R202.1 General. Alterations and elements added to existing facilities shall comply with R202. Where elements are altered or added and the pedestrian circulation path to the altered or added elements is not altered, the pedestrian circulation path is not required to comply with R204.

Advisory R202.1 General. Where possible, added elements should be located on an existing pedestrian access route.

R202.2 Added Elements. Where elements are added to existing facilities, the added elements shall comply with the applicable requirements for new construction.

R202.3 Alterations. Where existing elements, spaces, or facilities are altered, each altered element, space, or facility within the scope of the project shall comply with the applicable requirements for new construction.

Advisory R202.3 Alterations. The alteration of multiple elements or spaces within a facility may provide a cost-effective opportunity to make the entire facility or a significant portion of the facility accessible.

R202.3.1 Existing Physical Constraints. Where existing physical constraints make it impracticable for altered elements, spaces, or facilities to fully comply with the requirements for new construction, compliance is required to the extent practicable within the scope of the project. Existing physical constraints include, but are not limited to, underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature.

R202.3.2 Transitional Segments. Transitional segments of pedestrian access routes shall connect to existing unaltered segments of pedestrian circulation paths and shall comply with R302 to the extent practicable.

R202.3.3 Reduction in Access Prohibited. An alteration shall not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site below the requirements for new construction in effect at the time of the alteration.

Advisory R202.3.3 Reduction in Access Prohibited. Sidewalk improvements that correct existing excessive cross slope should be carefully planned to avoid creating excessive slope in curb ramps or adding a step at existing building entrances. Solutions may include:

- Split sidewalks that serve building entrances and street or highway at separate levels;
- Sidewalks with greater cross slope along the curb and pedestrian access routes with lesser cross slope along building fronts;
- Pedestrian access routes along the curb and ramped entrances to buildings.

R202.3.4 Alterations to Qualified Historic Facilities. Where the State Historic Preservation Officer or Advisory Council on Historic Preservation determines that compliance with a requirement would threaten or destroy historically significant features of a qualified historic facility, compliance shall be required to the extent that it does not threaten or destroy historically significant features of the facility.

Advisory R202.3.4 Alterations to Qualified Historic Facilities. Where there is a federal agency “undertaking”, as defined in 36 CFR 800.16 (y), the requirements in section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and 36 CFR part 800 apply. Location of a facility within an historic district by itself does not excuse compliance with the requirements in this document. The State Historic Preservation Officer or Advisory Council on Historic Preservation must determine that compliance would threaten or destroy historically significant features of the facility. Reproductions or replications of historic facilities are not qualified historic facilities.

R203 Machinery Spaces. Vaults, tunnels, and other spaces used by service personnel only for maintenance, repair, or monitoring are not required to comply with this document.

R204 Pedestrian Access Routes

R204.1 General. Pedestrian access routes shall be provided in accordance with R204 and shall comply with R302.

Advisory R204.1 General. The Federal Highway Administration (FHWA) has issued guidance on the obligations of state and local governments to keep pedestrian access routes open and usable throughout the year, including snow and debris removal. The guidance is available at FHWA’s website:
http://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.htm.

R204.2 Sidewalks. A pedestrian access route shall be provided within sidewalks and other pedestrian circulation paths located in the public right-of-way. The pedestrian access route shall connect to accessible elements, spaces, and facilities required by this document and to accessible routes required by section 206.2.1 of appendix B to 36 CFR part 1191 or section F206.2.1 of appendix C to 36 CFR 1191 that connect building and facility entrances to public streets and sidewalks.

Advisory R204.2 Sidewalks. The accessible elements, spaces, and facilities located in the public right-of-way that pedestrian access routes must connect to include accessible pedestrian signals and pedestrian pushbuttons (see R209), street furniture (see R212), boarding and alighting areas and boarding platforms at transit stops (see R213 and R308.1.3.2), transit shelters (see R213 and R308.2), accessible on-street parking spaces (see R214 and R309), parking meters and parking pay stations serving accessible parking spaces (see R309.5), and accessible passenger loading zones (see R215 and R310).

R204.3 Pedestrian Street Crossings. A pedestrian access route shall be provided within pedestrian street crossings, including medians and pedestrian refuge islands, and pedestrian at-grade rail crossings. The pedestrian access route shall connect departure and arrival sidewalks.

R204.4 Pedestrian Overpasses and Underpasses. A pedestrian access route shall be provided within overpasses, underpasses, bridges, and similar structures that contain pedestrian circulation paths. Where an overpass, underpass, bridge, or similar structure is designed for pedestrian use only and the approach slope to the structure exceeds 5 percent, a ramp, elevator, limited use/limited application

elevator, or platform lift shall be provided. Elevators and platform lifts shall be unlocked during the operating hours of the facility served.

Advisory R204.4 Pedestrian Overpasses and Underpasses. Where an overpass, underpass, bridge, or similar structure is designed for both pedestrian and vehicle use and the pedestrian access route is contained within the street or highway right-of-way, the grade of the pedestrian access route must not exceed the general grade established for the adjacent street or highway (see R302.5). Where the pedestrian access route is not contained within the street or highway right-of-way, the grade of the pedestrian access route must be 5 percent maximum (see R302.5). Where pedestrian overpasses or underpasses provide an alternative pedestrian circulation path to street level crossings, both the pedestrian overpass or underpass and the street level crossing must contain a pedestrian access route. State and local governments can provide a ramp, elevator, or lift at overpasses and underpasses designed for pedestrian use only. Long ramps present difficulties for some pedestrians with disabilities and can require snow clearance. Elevators or lifts can require maintenance.

R205 Alternate Pedestrian Access Routes. When a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions, an alternate pedestrian access route complying with sections 6D.01, 6D.02, and 6G.05 of the MUTCD (incorporated by reference, see R104.2) shall be provided. Where provided, pedestrian barricades and channelizing devices shall comply with sections 6F.63, 6F.68, and 6F.71 of the MUTCD (incorporated by reference, see R104.2).

Advisory R205 Alternate Pedestrian Access Routes. Section 6G.05 of the MUTCD recommends that whenever possible work should be done in a manner that does not create a need to detour pedestrians from existing pedestrian routes. Extra distance and additional pedestrian street crossings add complexity to a trip and increase exposure of risk to accidents. Sections 6D.01 and 6G.05 of the MUTCD require alternate pedestrian routes to be accessible and detectable, including warning pedestrians who are blind or have low vision about sidewalk closures. Proximity-actuated audible signs are a preferred means to warn pedestrians who are blind or have low vision about sidewalk closures.

R206 Pedestrian Street Crossings. Pedestrian street crossings shall comply with R306.

Advisory R206 Pedestrian Street Crossings. All pedestrian street crossings must be accessible to pedestrians with disabilities. If pedestrian crossing is prohibited at certain locations, "No Pedestrian Crossing" signs should be provided along with detectable features, such as grass strips, landscaping, planters, chains, fencing, railings, or other barriers.

R207 Curb Ramps and Blended Transitions

R207.1 General. A curb ramp, blended transition, or a combination of curb ramps and blended transitions complying with R304 shall connect the pedestrian access routes at each pedestrian street

crossing. The curb ramp (excluding any flared sides) or blended transition shall be contained wholly within the width of the pedestrian street crossing served.

R207.2 Alterations. In alterations where existing physical constraints prevent compliance with R207.1, a single diagonal curb ramp shall be permitted to serve both pedestrian street crossings.

R208 Detectable Warning Surfaces

R208.1 Where Required. Detectable warning surfaces complying with R305 shall be provided at the following locations on pedestrian access routes and at transit stops:

1. Curb ramps and blended transitions at pedestrian street crossings;
2. Pedestrian refuge islands;
3. Pedestrian at-grade rail crossings not located within a street or highway;
4. Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards; and
5. Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles where the side of the boarding and alighting areas facing the rail vehicles is not protected by screens or guards.

Advisory R208.1 Where Required. On pedestrian access routes, detectable warning surfaces indicate the boundary between pedestrian and vehicular routes where there is a flush rather than a curbed connection. Detectable warning surfaces should not be provided at crossings of residential driveways since the pedestrian right-of-way continues across residential driveway aprons. However, where commercial driveways are provided with yield or stop control, detectable warning surfaces should be provided at the junction between the pedestrian route and the vehicular route. Where pedestrian at-grade rail crossings are located within a street or highway, detectable warning surfaces at the curb ramps or blended transitions make a second set of detectable warning surfaces at the rail crossing unnecessary.

Detectable warning surfaces are not intended to provide wayfinding for pedestrians who are blind or have low vision. Wayfinding can be made easier by:

- Sidewalks that provide a clear path free of street furniture;
- Visual contrast between walking and non-walking areas (e.g., planted borders);
- Route edges that are clear and detectable by cane;
- Direct pedestrian street crossings and curb ramps that are in-line with direction of travel;
- Small corner radiuses that permit pedestrian street crossings to be as short and direct as possible;
- Orthogonal intersections that facilitate navigation using parallel and perpendicular vehicle sound cues;
- and barriers where pedestrian travel or crossing is not permitted.

R208.2 Where Not Required. Detectable warning surfaces are not required at pedestrian refuge islands that are cut-through at street level and are less than 1.8 meters (6.0 ft) in length in the direction of pedestrian travel.

Advisory R208.2 Where Not Required. Detectable warning surfaces are not required at cut-through pedestrian refuge islands that are less than 1.8 meters (6.0 ft) in length because detectable warning surfaces must extend 610 millimeters (2.0 ft) minimum on each side of the island and be separated by 610 millimeters (2.0 ft) minimum length of island without detectable warning surfaces (see R305.1.4 and R305.2.4). Installing detectable warning surfaces at cut-through pedestrian islands that are less than 1.8 meters (6.0 ft) in length would compromise the effectiveness of detectable warning surfaces. Where a cut-through pedestrian refuge island is less than 1.8 m (6.0 ft) in length and the pedestrian street crossing is signalized, the signal should be timed for a complete crossing of the street.

R209 Accessible Pedestrian Signals and Pedestrian Pushbuttons

R209.1 General. Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD (incorporated by reference, see R104.2). Operable parts shall comply with R403.

Advisory R209 Accessible Pedestrian Signals and Pedestrian Pushbuttons. An accessible pedestrian signal and pedestrian pushbutton is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision.

R209.2 Alterations. Existing pedestrian signals shall comply with R209.1 when the signal controller and software are altered, or the signal head is replaced.

R210 Protruding Objects. Objects along or overhanging any portion of a pedestrian circulation path shall comply with R402 and shall not reduce the clear width required for pedestrian access routes.

Advisory R210 Protruding Objects. Protruding objects can be hazardous for pedestrians, especially pedestrians who are blind or have low vision. The requirements for protruding objects in R402 apply across the entire width of the pedestrian circulation path, not just the pedestrian access route. In addition, objects must not reduce the clear width required for pedestrian access routes. State and local governments must comply with the requirements for protruding objects and maintain the clear width of pedestrian access routes when installing or permitting the installation of street furniture on sidewalks, including street lights, utility poles and equipment cabinets, sign posts and signs, parking meters, trash receptacles, public telephones, mailboxes, newspaper vending machines, benches, transit shelters, kiosks, bicycle racks, planters and planted trees, and street sculptures. The American Association of State Highway and Transportation Officials (AASHTO) recommends that local governments use an encroachment permit process to regulate the use of sidewalks by private entities for activities such as outdoor dining, vending carts and stands, and street fairs in order to control protruding objects and maintain the clear width of pedestrian access routes. See AASHTO, Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004), section 3.2.3.

R211 Signs

R211.1 General. Signs shall comply with R211. Where audible sign systems and other technologies are used to provide information equivalent to the information contained on pedestrian signs and transit signs, the signs are not required to comply with R211.2 and R211.3.

Advisory R211.1 General. Audible sign systems and other technologies that provide information equivalent to the information contained on signs are more usable by pedestrians who are blind or have low vision. Remote infrared audible signs that transmit information to portable devices that are carried by and audible only to the user are an example of audible sign systems and other technologies.

R211.2 Pedestrian Signs. Signs, other than transit signs, that provide directions, warnings, or other information for pedestrians only shall comply with R410.

Advisory R211.2 Pedestrian Signs. Pedestrian route signs along an historic trail, sidewalk closure and pedestrian detour signs, and tourist information signs are examples of signs that provide directions, warnings, or other information for pedestrians only. Signs provided for motorists and pedestrians such as highway and street name signs are not required to comply with R410.

R211.3 Transit Signs. Signs that identify the routes served by transit stops shall comply with R410.

Advisory R211.3 Transit Signs. Transit schedules, timetables, and maps are not required to comply with R410.

R211.4 Accessible Parking Space and Passenger Loading Zone Signs. Accessible parking spaces and accessible passenger loading zones shall be identified by signs displaying the International Symbol

of Accessibility complying with R411. At accessible parallel parking spaces and accessible passenger loading zones, the signs shall be located at the head or foot of the parking space or passenger loading zone.

R212 Street Furniture

R212.1 General. Where provided, street furniture shall comply with the applicable requirements in R212.

R212.2 Drinking Fountains. Drinking fountains shall comply with sections 602.1 through 602.6 of Appendix D to 36 CFR part 1191.

R212.3 Public Toilet Facilities. Public toilet facilities shall comply with sections 206.2.4 and 603 of Appendix D to 36 CFR part 1191. At least one fixture of each type provided shall comply with sections 604 through 610 of Appendix D to 36 CFR part 1191. Where multiple single-user public toilet facilities are clustered at a single location, at least 5 percent, but no less than one, of single-user toilets at each cluster shall comply with R212.3 and shall be identified by the International Symbol of Accessibility complying with R411.

R212.4 Tables. At least 5 percent, but no less than one, of tables at each location shall comply with section 902 of Appendix D to 36 CFR part 1191.

R212.5 Counters. Counters shall comply with section 904 of Appendix D to 36 CFR part 1191.

R212.6 Benches. At least 50 percent, but no less than one, of benches at each location shall provide clear space complying with R404 adjacent to the bench. The clear space shall be located either at one end of the bench or shall not overlap the area within 460 mm (1.5 ft) from the front edge of the bench. Benches at tables are not required to comply.

Advisory R212.6 Benches. Benches that provide full back support and armrests to assist in sitting and standing are more usable by pedestrians with disabilities.

R213 Transit Stops and Transit Shelters. Where provided, transit stops and transit shelters shall comply with R308.

Advisory R213 Transit Stops and Transit Shelters. Transit stops in the public right-of-way typically serve fixed route bus systems, including bus rapid transit systems, and light rail transit systems. Signs that identify the routes served by the transit stop must comply with the technical requirements for visual characters on signs unless audible sign systems or other technologies are used to provide the information (see R211 and R410). The Federal Highway Administration (FHWA) has issued guidance on the obligations of state transportation departments, metropolitan planning organizations, and transit agencies to coordinate the planning and funding of accessibility improvements to transit systems and facilities. The guidance is available at FHWA's website:
http://www.fhwa.dot.gov/civilrights/memos/ada_memo_clarificationa.htm.

R214 On-Street Parking Spaces. Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214. Where parking pay stations are provided and the parking is not marked, each 6.1 m (20.0 ft) of block perimeter where parking is permitted shall be counted as one parking space.

Table R214 On-Street Parking Spaces

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

Advisory R214 On-Street Parking Spaces. The MUTCD contains provisions for marking on-street parking spaces (see section 3B.19). Metered parking includes parking metered by parking pay stations. Where parking on part of the block perimeter is altered, the minimum number of accessible parking spaces required is based on the total number of marked or metered parking spaces on the block perimeter.

R215 Passenger Loading Zones. Where passenger loading zones other than transit stops are provided, at least one accessible passenger loading zone complying with R310 shall be provided for each 30 m (100.0 ft) of continuous loading zone space or fraction thereof.

R216 Stairways and Escalators. Where provided on pedestrian circulation paths, stairways shall comply with R408 and escalators shall comply with section 810.9 of Appendix D to 36 CFR part 1191. Stairways and escalators shall not be part of a pedestrian access route.

R217 Handrails. Where provided on pedestrian circulation paths, handrails shall comply with R409.

R218 Doors, Doorways, and Gates. Where provided at pedestrian facilities, doors, doorways, and gates shall comply with section 404 of Appendix D to 36 CFR part 1191.

Advisory R218 Doors, Doorways, and Gates. Enclosed transit shelters are an example of pedestrian facilities where doors and doorways are provided.

CHAPTER R3: TECHNICAL REQUIREMENTS

R301 General

R301.1 Scope. The technical requirements in Chapter 3 shall apply where required by Chapter 2 or where referenced by a requirement in this document.

R302 Pedestrian Access Routes

R302.1 General. Pedestrian access routes shall comply with R302.

R302.2 Components. Pedestrian access routes shall consist of one or more of the following components:

1. Sidewalks and other pedestrian circulation paths, or a portion of sidewalks and other pedestrian circulation paths, complying with R302.3 through R302.7;
2. Pedestrian street crossings and at-grade rail crossings complying with R302.3 through R302.7, and R306;
3. Pedestrian overpasses and underpasses and similar structures complying with R302.3 through R302.7;
4. Curb ramps and blended transitions complying with R302.7 and R304;
5. Ramps complying with R407;
6. Elevators and limited use/limited application elevators complying with sections 407 or 408 of Appendix D to 36 CFR part 1191;
7. Platform lifts complying with section 410 of Appendix D to 36 CFR part 1191; and
8. Doors, doorways, and gates complying with section 404 of Appendix D to 36 CFR part 1191.

Advisory R302.2 Components. The technical requirement for elevators, limited use/limited application elevators, platform lifts, and doors, doorways, and gates are contained in the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities and the Architectural Barriers Act Accessibility Guidelines (36 CFR part 1191).

R302.3 Continuous Width. Except as provided in R302.3.1, the continuous clear width of pedestrian access routes shall be 1.2 m (4.0 ft) minimum, exclusive of the width of the curb.

Advisory R302.3 Continuous Width. The continuous clear width requirements in R302.3 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). Clear width requirements are contained in R304.5.1 for curb ramps and blended transitions, and in R407.4 for ramps. Where sidewalks are wider than 1.2 m (4.0 ft), only a portion of the sidewalk is required to comply with the requirements in R302.3 through R302.7. Additional maneuvering space should be provided at turns or changes in direction, transit stops, recesses and alcoves, building entrances, and along curved or angled routes, particularly where the grade exceeds 5 percent. R210 prohibits street furniture and other objects from reducing the minimum clear width of pedestrian access routes.

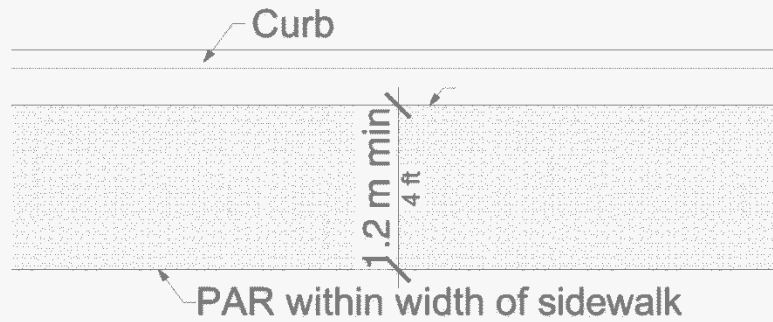


Figure R302.3
Continuous Width

R302.3.1 Medians and Pedestrian Refuge Islands. The clear width of pedestrian access routes within medians and pedestrian refuge islands shall be 1.5 m (5.0 ft) minimum.

R302.4 Passing Spaces. Where the clear width of pedestrian access routes is less than 1.5 m (5.0 ft), passing spaces shall be provided at intervals of 61 m (200.0 ft) maximum. Passing spaces shall be 1.5 m (5.0 ft) minimum by 1.5 m (5.0 ft) minimum. Passing spaces are permitted to overlap pedestrian access routes.

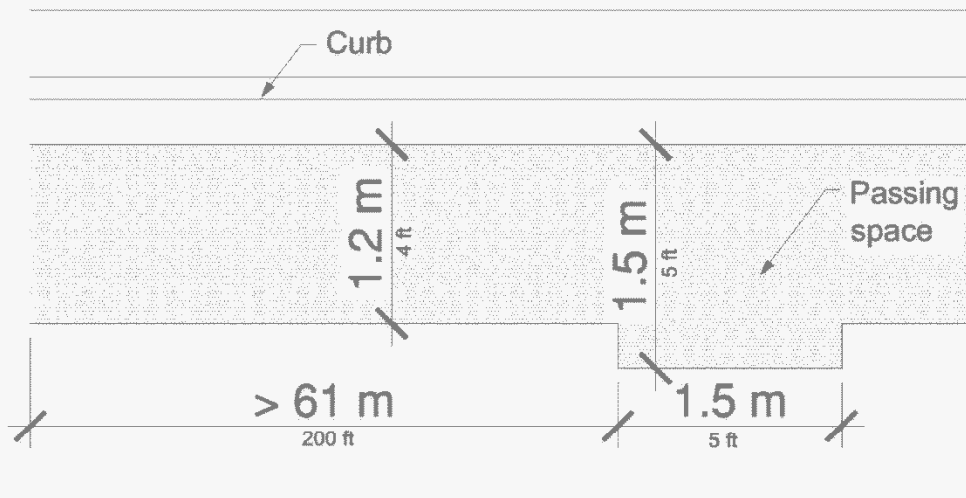


Figure R302.4
Passing Spaces

R302.5 Grade. Except as provided in R302.5.1, where pedestrian access routes are contained within a street or highway right-of-way, the grade of pedestrian access routes shall not exceed the general grade established for the adjacent street or highway. Where pedestrian access routes are not contained within a street or highway right-of-way, the grade of pedestrian access routes shall be 5 percent maximum.

Advisory R302.5 Grade. The grade requirements in R302.5 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The grade of the pedestrian access route is measured parallel to the direction of pedestrian travel. Running slope requirements are contained in R304.2.2 for perpendicular curb ramps, in R304.3.2 for parallel curb ramps, in R304.4.1 for blended transitions, and in R407.2 for ramps.

R302.5.1 Pedestrian Street Crossings. Where pedestrian access routes are contained within pedestrian street crossings, the grade of the pedestrian access route shall be 5 percent maximum.

R302.6 Cross Slope. Except as provided in R302.6.1 and R302.6.2, the cross slope of pedestrian access routes shall be 2 percent maximum.

Advisory R302.6 Cross Slope. The cross slope requirements in R302.6 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, and pedestrian overpasses and underpasses and similar structures (see R302.2). The cross slope of the pedestrian access route is measured perpendicular to the direction of pedestrian travel. Cross slope requirements are contained in R304.5.3 for curb ramps and blended transitions, and in R407.3 for ramps.

R302.6.1 Pedestrian Street Crossings Without Yield or Stop Control. Where pedestrian access routes are contained within pedestrian street crossings without yield or stop control, the cross slope of the pedestrian access route shall be 5 percent maximum.

Advisory R302.6.1 Pedestrian Street Crossings Without Yield or Stop Control. Pedestrian street crossings without yield or stop control are crossings where there is no yield or stop sign, or where there is a traffic signal that is designed for the green phase. At pedestrian street crossings without yield or stop control, vehicles can proceed through the intersection without slowing or stopping. Where pedestrian access routes are contained within pedestrian street crossings with yield or stop control, the cross slope of the pedestrian access route must be 2 percent maximum (see R302.6). At pedestrian street crossings with yield or stop control, vehicles slow or stop before proceeding through the intersection.

R302.6.2 Midblock Pedestrian Street Crossings. Where pedestrian access routes are contained within midblock pedestrian street crossings, the cross slope of the pedestrian access route shall be permitted to equal the street or highway grade.

R302.7 Surfaces. The surfaces of pedestrian access routes and elements and spaces required to comply with R302.7 that connect to pedestrian access routes shall be firm, stable, and slip resistant and shall comply with R302.7.

Advisory R302.7 Surfaces. The surface requirements in R302.7 apply to sidewalks and other pedestrian circulation paths, pedestrian street crossings and at-grade rail crossings, pedestrian overpasses and underpasses and similar structures, and curb ramps and blended transitions (see R302.2). The surface requirements in R302.7 also apply to surfaces at the following accessible elements and spaces that connect to pedestrian access routes:

- Clear spaces (see R404.2), including clear spaces at operable parts (see R403.2) such as accessible pedestrian signals and pedestrian pushbuttons (see R209), clear spaces at street furniture such as benches (see R212.6), and clear spaces within transit shelters (see R308.2);
- Boarding and alighting areas and boarding platforms at transit stops (see R308.1.3.1);
- Access aisles at accessible parking spaces (see R309.2.1 and R309.3) and accessible passenger loading zones (see R310.3.4); and ramp runs and landings (see R407.7).

R302.7.1 Vertical Alignment. Vertical alignment shall be generally planar within pedestrian access routes (including curb ramp runs, blended transitions, turning spaces, and gutter areas within pedestrian access routes) and surfaces at other elements and spaces required to comply with R302.7 that connect to pedestrian access routes. Grade breaks shall be flush. Where pedestrian access routes cross rails at grade, the pedestrian access route surface shall be level and flush with the top of rail at the outer edges of the rails, and the surface between the rails shall be aligned with the top of rail.

Advisory R302.7.1 Vertical Alignment. Pedestrian access route surfaces must be generally planar and smooth. Surfaces should be chosen for easy rollability. Surfaces that are heavily textured, rough, or chamfered and paving systems consisting of individual units that cannot be laid in plane will greatly increase rolling resistance and subject pedestrians who use wheelchairs, scooters, and rolling walkers to the stressful and often painful effects of vibration. Such materials should be reserved for borders and decorative accents located outside of or only occasionally crossing the pedestrian access route. Surfaces should be designed, constructed, and maintained according to appropriate industry standards, specifications, and recommendations for best practice.

R302.7.2 Vertical Surface Discontinuities. Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope not steeper than 50 percent. The bevel shall be applied across the entire vertical surface discontinuity.

Advisory R302.7.2 Vertical Surface Discontinuities. The allowance for vertical surface discontinuities is for occasional expansion joints and objects such as utility covers, vault frames, and gratings that cannot be located in another portion of the sidewalk outside the pedestrian access route. However, objects such as utility covers, vault frames, and gratings should not be located on curb ramp runs, blended transitions, turning spaces, or gutter areas within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible. Vertical surface discontinuities between unit pavers should be minimized.

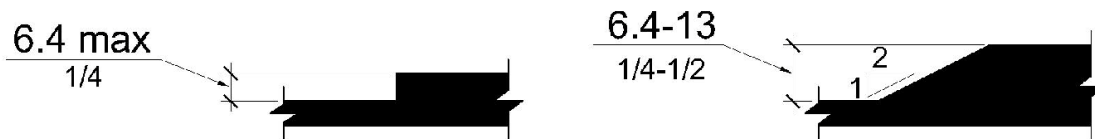


Figure R302.7.2
Vertical Surface Discontinuities

R302.7.3 Horizontal Openings. Horizontal openings in gratings and joints shall not permit passage of a sphere more than 13 mm (0.5 in) in diameter. Elongated openings in gratings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

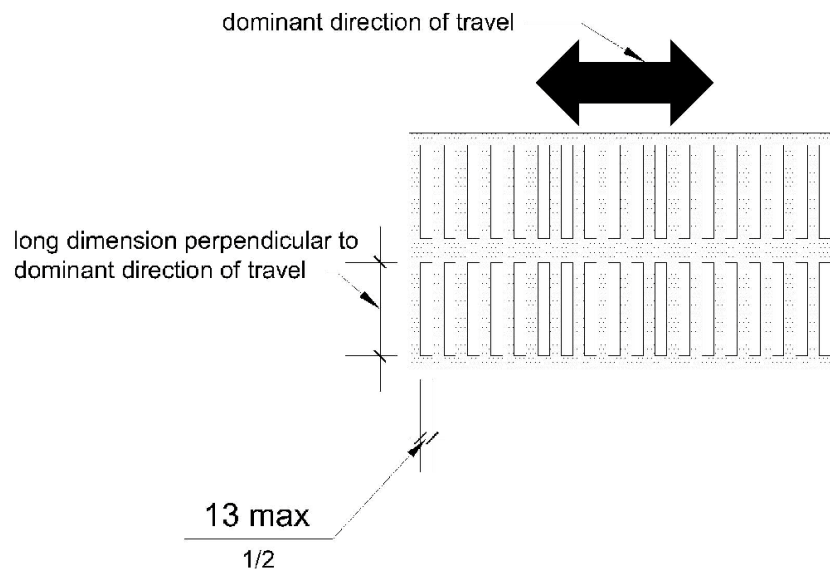


Figure R302.7.3
Horizontal Openings

R302.7.4 Flangeway Gaps. Flangeway gaps at pedestrian at-grade rail crossings shall be 64 mm (2.5 in) maximum on non-freight rail track and 75 mm (3 in) maximum on freight rail track.

Advisory R302.7.4 Flangeway Gaps. Flangeway gaps are necessary to allow the passage of train wheel flanges. Flangeway gaps pose a potential hazard to pedestrians who use wheelchairs because the gaps can entrap the wheelchair casters.

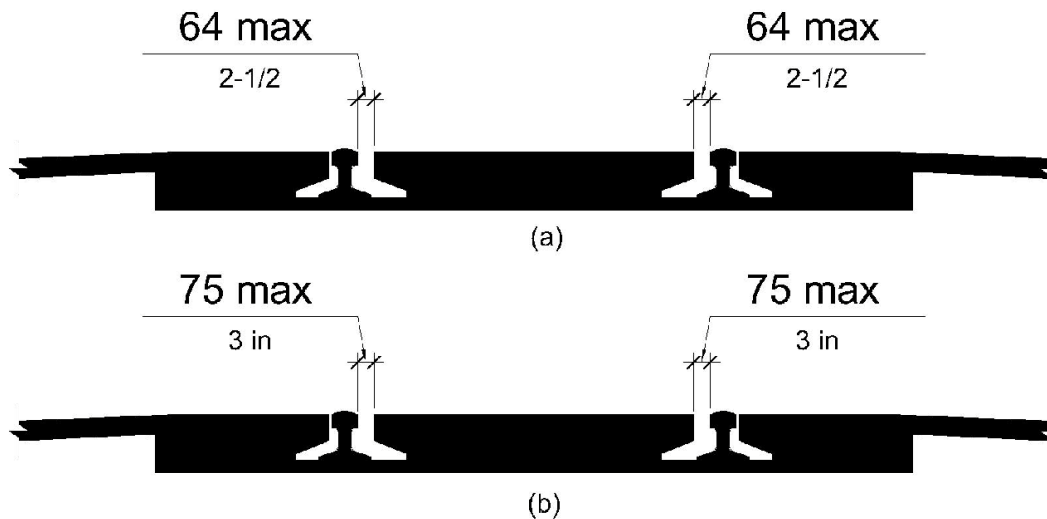


Figure R302.7.4
Flangeway Gaps

R303 Alternate Pedestrian Access Routes (See R205)

R304 Curb Ramps and Blended Transitions

R304.1 General. Curb ramps and blended transitions shall comply with R304.

Advisory R304.1 General. There are two types of curb ramps:

- Perpendicular curb ramps have a running slope that cuts through or is built up to the curb at right angles or meets the gutter break at right angles where the curb is curved. On large corner radiuses, it will be necessary to indent the gutter break on one side of the curb ramp in order for the curb ramp to meet the gutter break at right angles.
- Parallel curb ramps have a running slope that is in-line with the direction of sidewalk travel and lower the sidewalk to a level turning space where a turn is made to enter the pedestrian street crossing.

Advisory R304.1 General (continued). Perpendicular curb ramps can be provided where the sidewalk is at least 3.7 m (12.0 ft) wide. Parallel curb ramps can be provided where the sidewalk is at least 1.2 m (4.0 ft) wide. Parallel and perpendicular curb ramps can be combined. A parallel curb ramp is used to lower the sidewalk to a mid-landing and a short perpendicular curb ramp connects the landing to the street. Combination curb ramps can be provided where the sidewalk is at least 1.8 m (6.0 ft) wide.

Blended transitions are raised pedestrian street crossings, depressed corners, or similar connections between pedestrian access routes at the level of the sidewalk and the level of the pedestrian street crossing that have a grade of 5 percent or less. Blended transitions are suitable for a range of sidewalk conditions.

R304.2 Perpendicular Curb Ramps. Perpendicular curb ramps shall comply with R304.2 and R304.5.

R304.2.1 Turning Space. A turning space 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided at the top of the curb ramp and shall be permitted to overlap other turning spaces and clear spaces. Where the turning space is constrained at the back-of-sidewalk, the turning space shall be 1.2 m (4.0 ft) minimum by 1.5 m (5.0 ft) minimum. The 1.5 m (5.0 ft) dimension shall be provided in the direction of the ramp run.

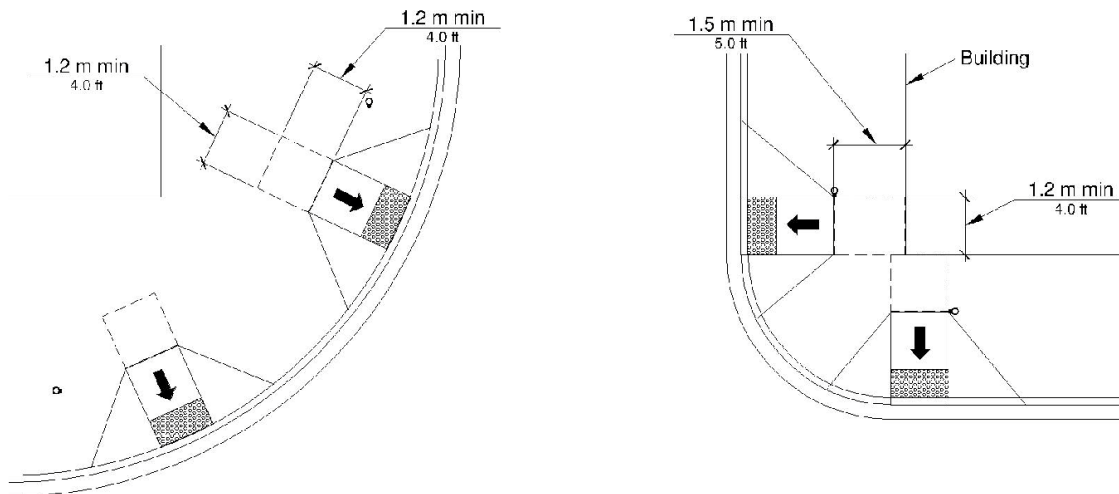


Figure R304.2.1
Turning Space

R304.2.2 Running Slope. The running slope of the curb ramp shall cut through or shall be built up to the curb at right angles or shall meet the gutter grade break at right angles where the curb is curved. The running slope of the curb ramp shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft). The running slope of the turning space shall be 2 percent maximum.

R304.2.3 Flared Sides. Where a pedestrian circulation path crosses the curb ramp, flared sides shall be sloped 10 percent maximum, measured parallel to the curb line.

Advisory R304.2.3 Flared Sides. The flared sides are part of the pedestrian circulation path, but are not part of the pedestrian access route. Curb ramps whose sides have returned curbs provide useful directional cues where they are aligned with the pedestrian street crossing and are protected from cross travel by landscaping, street furniture, chains, fencing, or railings.

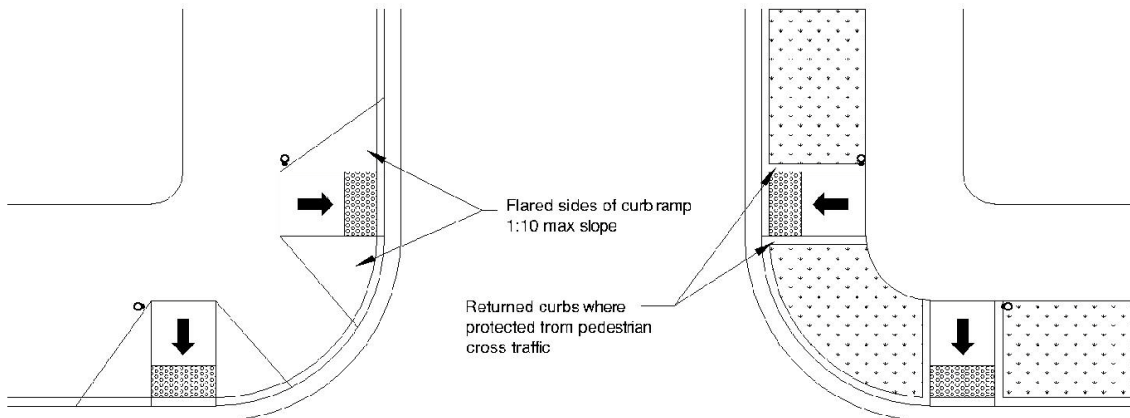


Figure R304.2.3
Flared Sides

R304.3 Parallel Curb Ramps. Parallel curb ramps shall comply with R304.3 and R304.5.

R304.3.1 Turning Space. A turning space 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided at the bottom of the curb ramp and shall be permitted to overlap other turning spaces and clear spaces. If the turning space is constrained on 2 or more sides, the turning space shall be 1.2 m (4.0 ft) minimum by 1.5 m (5.0 ft). The 1.5 m (5.0 ft) dimension shall be provided in the direction of the pedestrian street crossing.

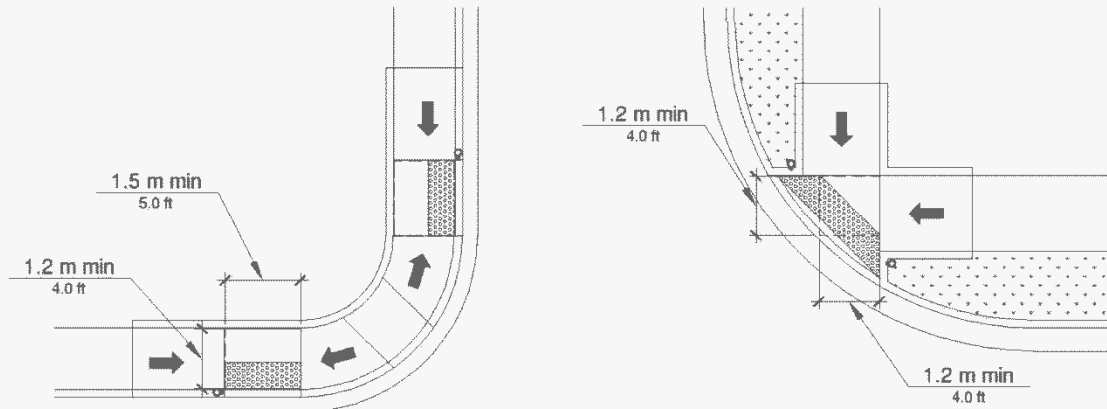


Figure R304.3.1
Turning Space

R304.3.2 Running Slope. The running slope of the curb ramp shall be in-line with the direction of sidewalk travel. The running slope of the curb ramp shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft) minimum. The running slope of the turning space shall be 2 percent maximum.

R304.4 Blended Transitions. Blended transitions shall comply with R304.4 and R304.5.

R304.4.1 Running Slope. The running slope of blended transitions shall be 5 percent maximum.

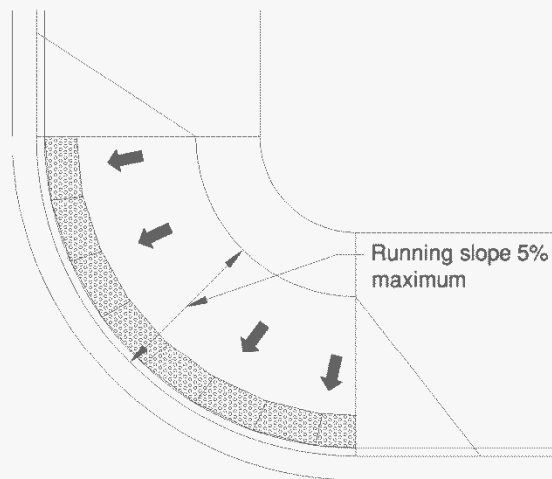


Figure R304.4.1
Running Slope

R304.5 Common Requirements. Curb ramps and blended transitions shall comply with R304.5.

R304.5.1 Width. The clear width of curb ramp runs (excluding any flared sides), blended transitions, and turning spaces shall be 1.2 m (4.0 ft) minimum.

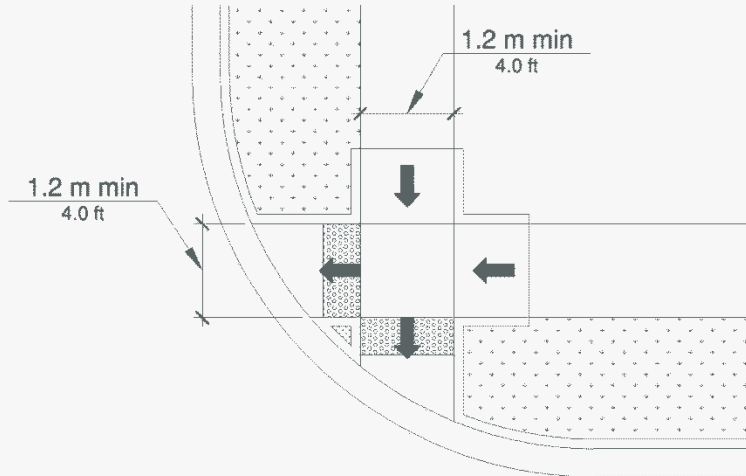


Figure R304.5.1
Width

R304.5.2 Grade Breaks. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

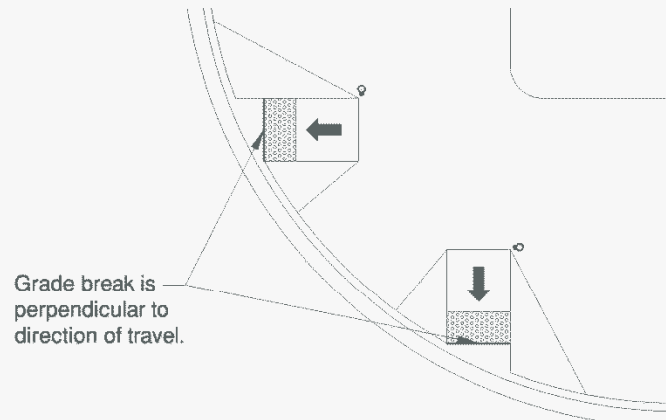


Figure R304.5.2
Grade Breaks

R304.5.3 Cross Slope. The cross slope of curb ramps, blended transitions, and turning spaces shall be 2 percent maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade.

Advisory R304.5.3 Cross Slope. Pedestrian street crossings without yield or stop control are crossings where there is no yield or stop sign, or where there is a traffic signal that is designed for the green phase. At pedestrian street crossings without yield or stop control, vehicles can proceed through the intersection without slowing or stopping.

R304.5.4 Counter Slope. The counter slope of the gutter or street at the foot of curb ramp runs, blended transitions, and turning spaces shall be 5 percent maximum.

R304.5.5 Clear Space. Beyond the bottom grade break, a clear space 1.2 m (4.0 ft) minimum by 1.2 m (4.0 ft) minimum shall be provided within the width of the pedestrian street crossing and wholly outside the parallel vehicle travel lane.

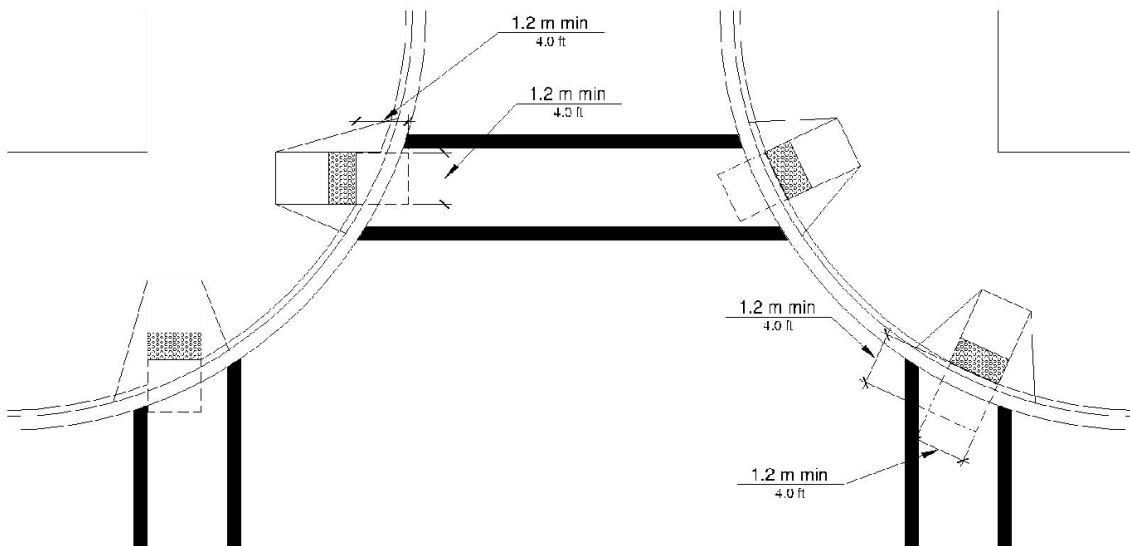


Figure R304.5.5
Clear Space

R305 Detectable Warning Surfaces

R305.1 General. Detectable warning surfaces shall consist of truncated domes aligned in a square or radial grid pattern and shall comply with R305.

R305.1.1 Dome Size. The truncated domes shall have a base diameter of 23 mm (0.9 in) minimum and 36 mm (1.4 in) maximum, a top diameter of 50 percent of the base diameter minimum and 65 percent of the base diameter maximum, and a height of 5 mm (0.2 in).

Advisory R305.1.1 Dome Size. Where the truncated domes are arrayed radially, they may differ in diameter and center-to-center spacing within the ranges specified in R305.1.1 and R305.1.2.

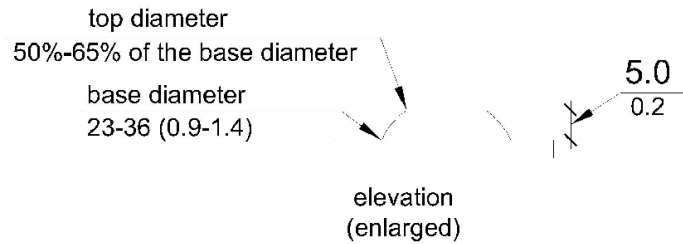


Figure R305.1.1
Dome Size

R305.1.2 Dome Spacing. The truncated domes shall have a center-to-center spacing of 41 mm (1.6 in) minimum and 61 mm (2.4 in) maximum, and a base-to-base spacing of 17 mm (0.65 in) minimum, measured between the most adjacent domes.

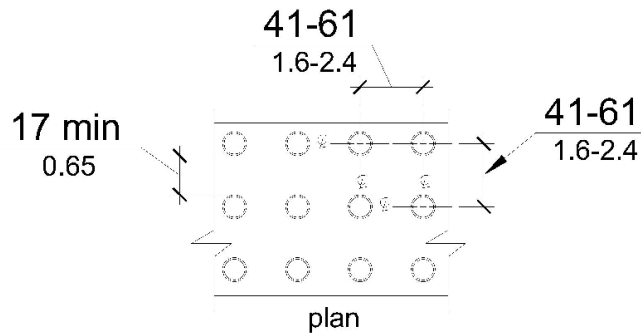


Figure R305.1.2
Dome Spacing

R305.1.3 Contrast. Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or pedestrian access route surface, either light-on-dark or dark-on-light.

Advisory R305.1.3 Contrast. Visual contrast may be provided on the full surface of the curb ramp but should not extend to flared sides. Visual contrast also helps pedestrians who use wheelchairs to locate the curb ramp from the other side of the street.

R305.1.4 Size. Detectable warning surfaces shall extend 610 mm (2.0 ft) minimum in the direction of pedestrian travel. At curb ramps and blended transitions, detectable warning surfaces shall extend the full width of the ramp run (excluding any flared sides), blended transition, or turning space. At pedestrian at-grade rail crossings not located within a street or highway, detectable warnings shall extend the full width of the crossing. At boarding platforms for buses and rail vehicles, detectable warning surfaces shall extend the full length of the public use areas of the platform. At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall extend the full length of the transit stop.

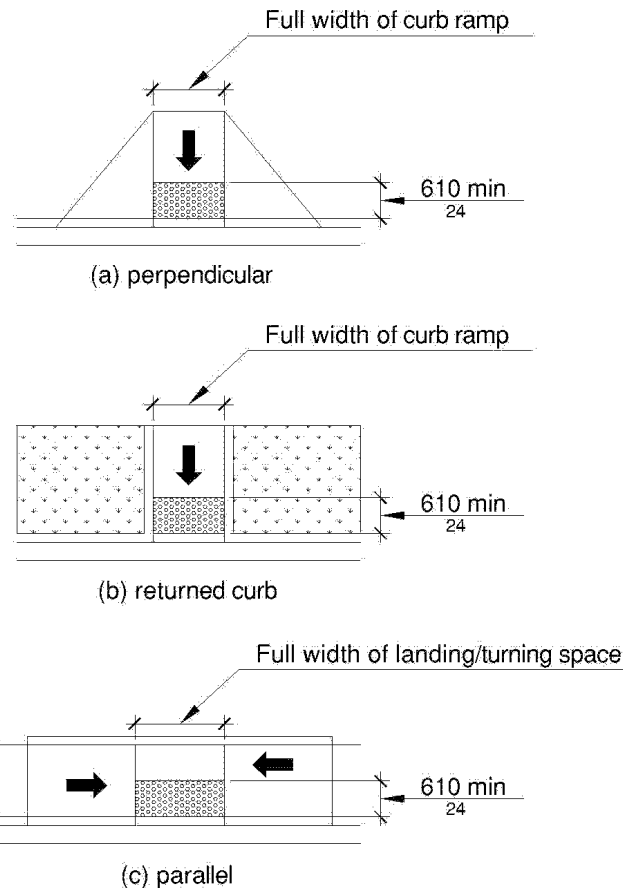


Figure R305.1.4
Size

R305.2 Placement. The placement of detectable warning surfaces shall comply with R305.2.

Advisory R305.2 Placement. Some detectable warning products require a concrete border for proper installation. The concrete border should not exceed 51 mm (2 in). Where the back of curb edge is tooled to provide a radius, the border dimension should be measured from the end of the radius.

R305.2.1 Perpendicular Curb Ramps. On perpendicular curb ramps, detectable warning surfaces shall be placed as follows:

1. Where the ends of the bottom grade break are in front of the back of curb, detectable warning surfaces shall be placed at the back of curb.
2. Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is 1.5 m (5.0 ft) or less, detectable warning surfaces shall be placed on the ramp run within one dome spacing of the bottom grade break.
3. Where the ends of the bottom grade break are behind the back of curb and the distance from either end of the bottom grade brake to the back of curb is more than 1.5 m (5.0 ft), detectable warning surfaces shall be placed on the lower landing at the back of curb.

Advisory R305.2.1 Perpendicular Curb Ramps. Detectable warning surfaces are intended to provide a tactile equivalent underfoot of the visible curb line. If detectable warning surfaces are placed too far from the curb line because of a large curb radius, the location may compromise effective crossing. Detectable warning surfaces should not be placed on paving or expansion joints. The rows of truncated domes in detectable warning surfaces should be aligned perpendicular to the grade break between the ramp run and the street so pedestrians who use wheelchairs can "track" between the domes. Where detectable warning surfaces are provided on a surface with a slope that is less than 5 percent, dome orientation is less critical.

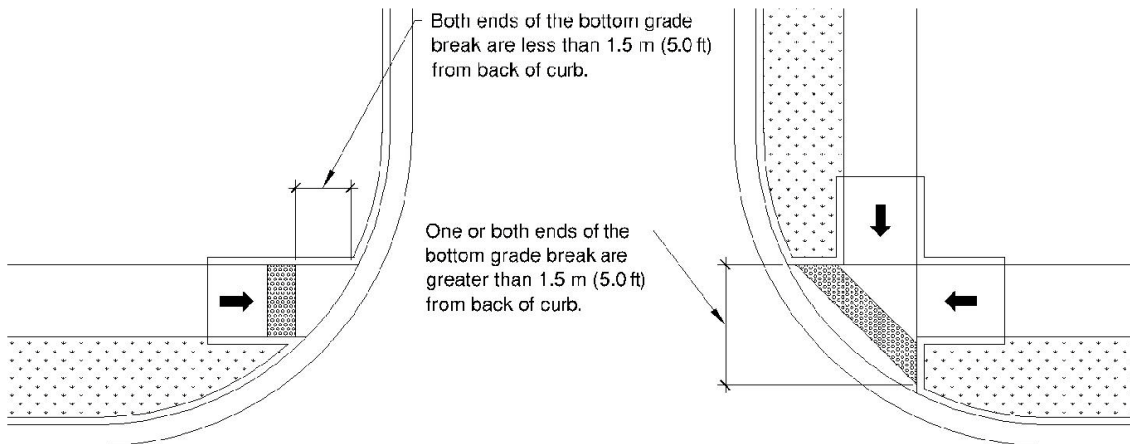


Figure R305.2.1
Perpendicular Curb Ramps

R305.2.2 Parallel Curb Ramps. On parallel curb ramps, detectable warning surfaces shall be placed on the turning space at the flush transition between the street and sidewalk.

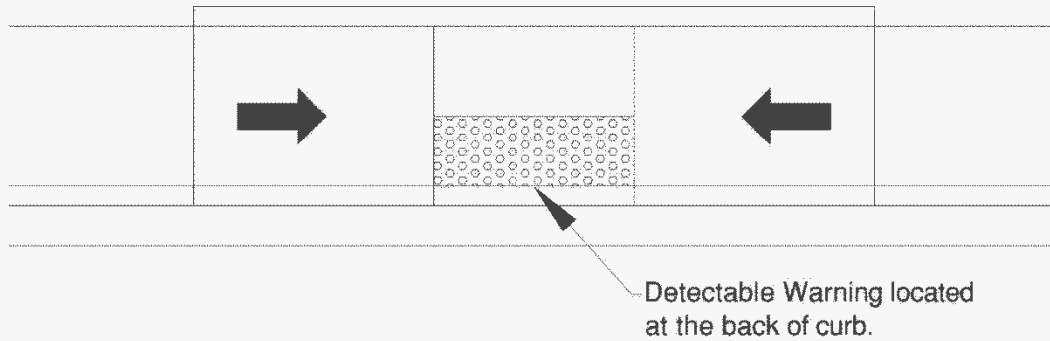


Figure R305.2.2
Parallel Curb Ramps

R305.2.3 Blended Transitions. On blended transitions, detectable warning surfaces shall be placed at the back of curb. Where raised pedestrian street crossings, depressed corners, or other level pedestrian street crossings are provided, detectable warning surfaces shall be placed at the flush transition between the street and the sidewalk.

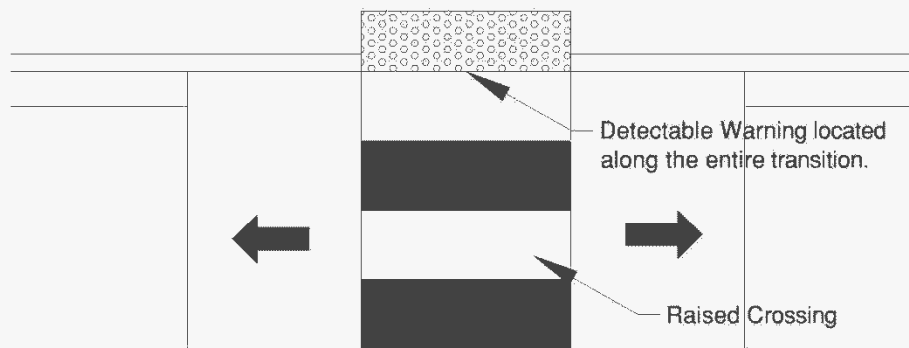


Figure R305.2.3
Blended Transitions

R305.2.4 Pedestrian Refuge Islands. At cut-through pedestrian refuge islands, detectable warning surfaces shall be placed at the edges of the pedestrian island and shall be separated by a 610 mm (2.0 ft) minimum length of surface without detectable warnings.

Advisory R305.2.4 Pedestrian Refuge Islands. The edges of cut-through pedestrian refuge islands can provide useful cues to the direction of the crossing.

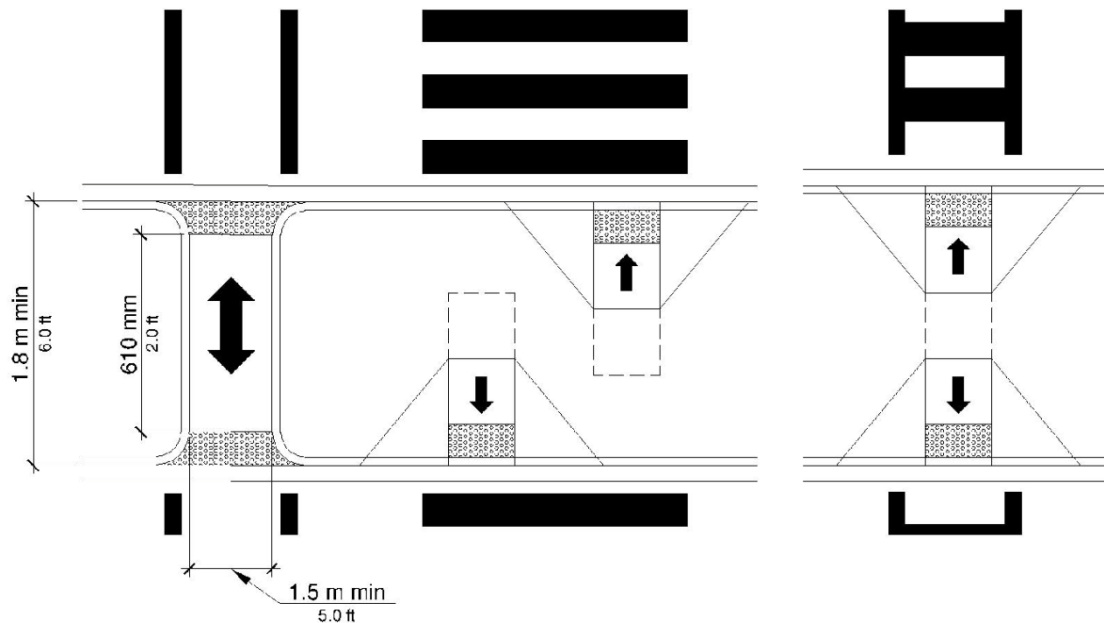


Figure R305.2.4
Pedestrian Refuge Islands

R305.2.5 Pedestrian At-Grade Rail Crossings. At pedestrian at-grade rail crossings not located within a street or highway, detectable warning surfaces shall be placed on each side of the rail crossing. The edge of the detectable warning surface nearest the rail crossing shall be 1.8 m (6.0 ft) minimum and 4.6 m (15.0 ft) maximum from the centerline of the nearest rail. Where pedestrian gates are provided, detectable warning surfaces shall be placed on the side of the gates opposite the rail.

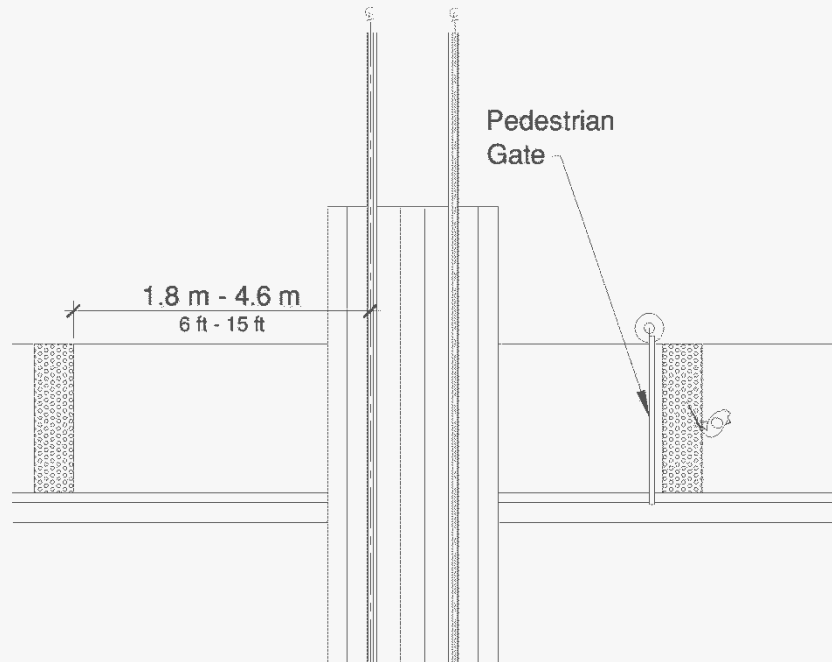


Figure R305.2.5
Pedestrian At-Grade Rail Crossings

R305.2.6 Boarding Platforms. At boarding platforms for buses and rail vehicles, detectable warning surfaces shall be placed at the boarding edge of the platform.

R305.2.7 Boarding and Alighting Areas. At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall be placed at the side of the boarding and alighting area facing the rail vehicles.

R306 Pedestrian Street Crossings

R306.1 General. Pedestrian street crossings shall comply with R306.

R306.2 Pedestrian Signal Phase Timing. All pedestrian signal phase timing shall comply with section 4E.06 of the MUTCD (incorporated by reference, see R104.2) and shall be based on a pedestrian clearance time that is calculated using a pedestrian walking speed of 1.1 m/s (3.5 ft/s) or less.

R306.3 Roundabouts. Where pedestrian facilities are provided at roundabouts, they shall comply with R306.3.

Advisory R306.3 Roundabouts. Pedestrian street crossings at roundabouts can be difficult for pedestrians who are blind or have low vision to identify because the crossings are located off to the side of the pedestrian circulation path around the street or highway. The continuous traffic flow at roundabouts removes many of the audible cues that pedestrians who are blind use to navigate pedestrian street crossings. Water fountains and other features that produce background noise should not be placed in the middle island of a roundabout because pedestrians who are blind use auditory cues to help detect gaps in traffic. Multi-lane pedestrian street crossings at roundabouts involve an increased risk of pedestrian exposure to accident.

R306.3.1 Separation. Where sidewalks are flush against the curb and pedestrian street crossing is not intended, a continuous and detectable edge treatment shall be provided along the street side of the sidewalk. Detectable warning surfaces shall not be used for edge treatment. Where chains, fencing, or railings are used for edge treatment, they shall have a bottom edge 380 mm (15 in) maximum above the sidewalk.

Advisory R306.3.1 Separation. Carefully delineated pedestrian street crossing approaches with plantings or other defined edges provide effective non-visual cues for identifying pedestrian street crossings at roundabouts. European and Australian roundabouts provide a 610 mm (24 inch) width of tactile surface treatment from the centerline of the curb ramp or blended transition across the full width of the sidewalk to provide an underfoot cue for identifying pedestrian street crossings. Detectable warning surfaces should not be used to guide pedestrians who are blind or have low vision to pedestrian street crossings because detectable warning surfaces indicate the flush transition between the sidewalk and the street or highway. Schemes that remove cyclists from the street or highway by means of a ramp that angles from the curb lane to the sidewalk and then provide re-entry by means of a similar ramp beyond pedestrian street crossings can provide false cues to pedestrians who are using the edge of the sidewalk for wayfinding about the location of pedestrian street crossings.

R306.3.2 Pedestrian Activated Signals. At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal complying with R209 shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island. Signals shall clearly identify which pedestrian street crossing segment the signal serves.

Advisory R306.3.2 Pedestrian Activated Signals. Roundabouts with single-lane approach and exit legs are not required to provide pedestrian activated signals. Pedestrian activated signals must comply with the requirements for accessible pedestrian signals and pedestrian pushbuttons (see R209). Pedestrian activated signals installed at splitter islands should be carefully located and separated so that signal spillover does not give conflicting information about which pedestrian street crossing has the WALK indication displayed. Pedestrian Hybrid Beacons can be used at roundabouts (see MUTCD sections 4F.01 through 4F.03). Pedestrian Hybrid Beacons are traffic signals that consist of a yellow signal centered below two horizontally aligned red signals. The signals are normally not illuminated. The signals are initiated only upon pedestrian activation and can be timed to minimize the interruption of traffic. The signals cease operation after the pedestrian clears the crosswalk. When activated by a pedestrian, the following signals are displayed to drivers: a flashing yellow signal, then a steady yellow signal, then two steady red signals during the pedestrian walk interval, and then alternating flashing red signals during the pedestrian clearance interval. The following signals are displayed to pedestrians: a steady upraised hand (symbolizing DON'T WALK) when the flashing or steady yellow signal is operating, then a walking person (symbolizing WALK) when the steady red signals are operating, and then a flashing upraised hand (symbolizing DON'T WALK) when the alternating flashing red signals are operating.

R306.4 Channelized Turn Lanes at Roundabouts. At roundabouts with pedestrian street crossings, pedestrian activated signals complying with R209 shall be provided at pedestrian street crossings at multi-lane channelized turn lanes.

R306.5 Channelized Turn Lanes at Other Signalized Intersections. At signalized intersections other than roundabouts with pedestrian street crossings, pedestrian activated signals complying with R209 shall be provided at pedestrian street crossings at multi-lane channelized turn lanes.

R307 Accessible Pedestrian Signals and Pedestrian Pushbuttons (See R209)

R308 Transit Stops and Transit Shelters

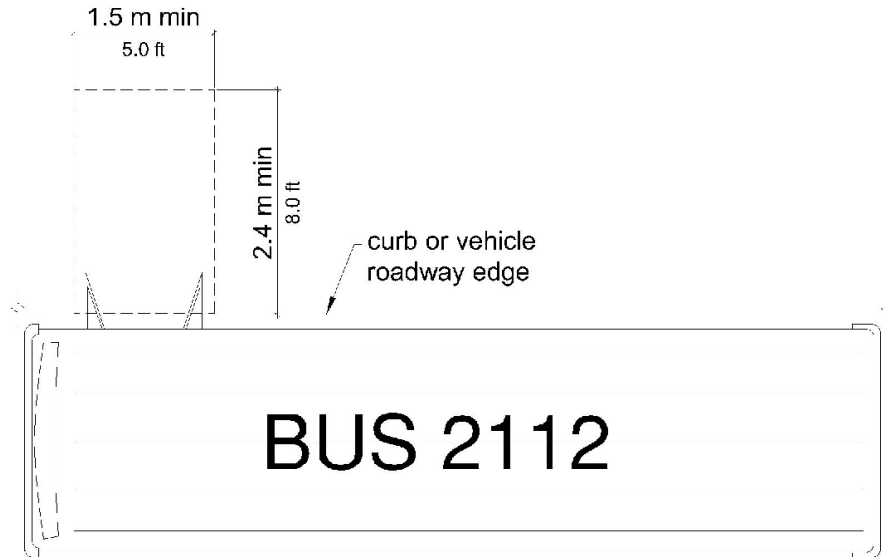
R308.1 Transit Stops. Transit stops shall comply with R308.1.

Advisory R308.1 Transit Stops. Transit stops should be located so that there is a level and stable surface for boarding vehicles. Locating transit stops at signalized intersections increases the usability for pedestrian with disabilities. Where security bollards are installed at transit stops, they must not obstruct the clear space at boarding and alighting areas or reduce the required clear width at pedestrian access routes (see R210).

R308.1.1 Boarding and Alighting Areas. Boarding and alighting areas at sidewalk or street level transit stops shall comply with R308.1.1 and R308.1.3. Where transit stops serve vehicles with more than one car, boarding and alighting areas serving each car shall comply with R308.1.1 and R308.1.3.

Advisory R308.1.1 Boarding and Alighting Areas. Where a transit shelter is provided, the boarding and alighting area can be located either within or outside of the shelter.

R308.1.1.1 Dimensions. Boarding and alighting areas shall provide a clear length of 2.4 m (8.0 ft) minimum, measured perpendicular to the curb or street or highway edge, and a clear width of 1.5 m (5.0 ft) minimum, measured parallel to the street or highway.



**Figure R308.1.1.1
Dimensions**

R308.1.1.2 Grade. Parallel to the street or highway, the grade of boarding and alighting areas shall be the same as the street or highway, to the extent practicable. Perpendicular to the street or highway, the grade of boarding and alighting areas shall not be steeper than 2 percent.

R308.1.2 Boarding Platforms. Boarding platforms at transit stops shall comply with R308.1.2 and R308.1.3.

R308.1.2.1 Platform and Vehicle Floor Coordination. Boarding platforms shall be positioned to coordinate with vehicles in accordance with the applicable requirements in 49 CFR parts 37 and 38.

Advisory R308.1.2.1 Platform and Vehicle Floor Coordination. The Department of Transportation regulations (49 CFR parts 37 and 38) require the height of the vehicle floor and the station platform to be coordinated so as to minimize the vertical and horizontal gaps.

R308.1.2.2 Slope. Boarding platforms shall not exceed a slope of 2 percent in any direction. Where boarding platforms serve vehicles operating on existing track or existing street or highway, the slope of the platform parallel to the track or the street or highway is permitted to be equal to the grade of the track or street or highway.

R308.1.3 Common Requirements. Boarding and alighting areas and boarding platforms shall comply with R308.1.3.

R308.1.3.1 Surfaces. The surfaces of boarding and alighting areas and boarding platforms shall comply with R302.7.

Advisory R308.1.3.1 Surfaces. Detectable warning surfaces are required at boarding and alighting areas for rail vehicles and at boarding platforms for buses and rail vehicles (see R208).

R308.1.3.2 Connection. Boarding and alighting areas and boarding platforms shall be connected to streets, sidewalks, or pedestrian circulation paths by pedestrian access routes complying with R302.

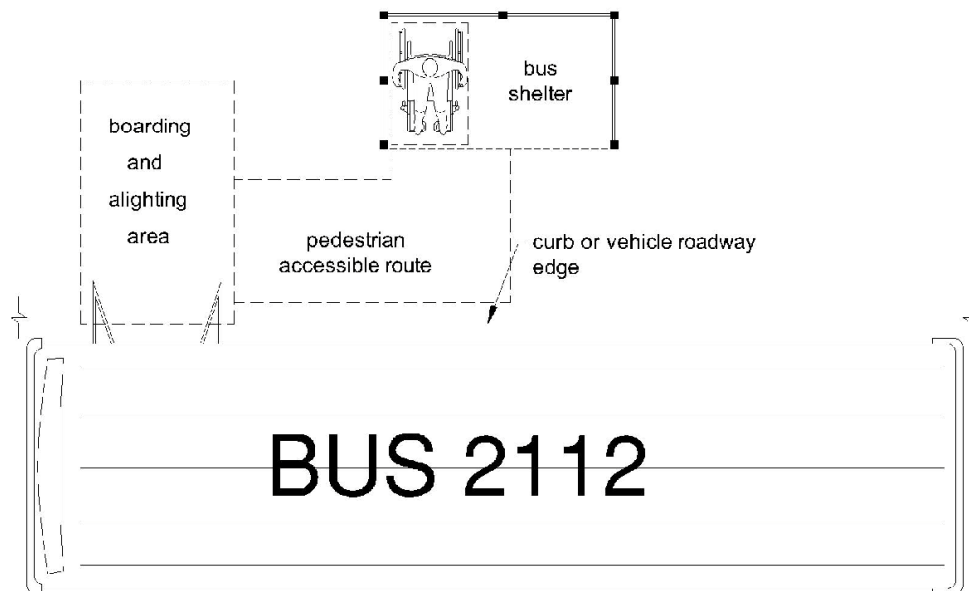


Figure R308.1.3.2
Connection

R308.2 Transit Shelters. Transit shelters shall be connected by pedestrian access routes complying with R302 to boarding and alighting areas or boarding platforms complying with R308.1. Transit shelters

shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or shall not overlap the area within 460 mm (1.5 ft) from the front edge of the seat. Environmental controls within transit shelters shall be proximity-actuated. Protruding objects within transit shelters shall comply with R402.

Advisory R308.2 Transit Shelters. The clear space must be located entirely within the transit shelter and not interfere with other persons using the seating.

R309 On-Street Parking Spaces

R309.1 General. On-street parking spaces shall comply with R309.

Advisory R309.1 General. R214 specifies how many accessible parking spaces must be provided on the block perimeter where on-street parking is marked or metered. Accessible parking spaces must be identified by signs displaying the International Symbol of Accessibility (see R211.3 and R411). Accessible parking spaces should be located where the street has the least crown and grade and close to key destinations.

R309.2 Parallel Parking Spaces. Parallel parking spaces shall comply with R309.2.

Advisory R309.2 Parallel Parking Spaces. The sidewalk adjacent to accessible parallel parking spaces should be free of signs, street furniture, and other obstructions to permit deployment of a van side-lift or ramp or the vehicle occupant to transfer to a wheelchair or scooter. Accessible parallel parking spaces located at the end of the block face are usable by vans that have rear lifts and cars that have scooter platforms.

R309.2.1 Wide Sidewalks. Where the width of the adjacent sidewalk or available right-of-way exceeds 4.3 m (14.0 ft), an access aisle 1.5 m (5.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall not encroach on the vehicular travel lane.

Advisory R309.2.1 Wide Sidewalks. Vehicles may park at the curb or at the parking lane boundary and use the space required by R309.2.1 on either the driver or passenger side of the vehicle to serve as the access aisle.

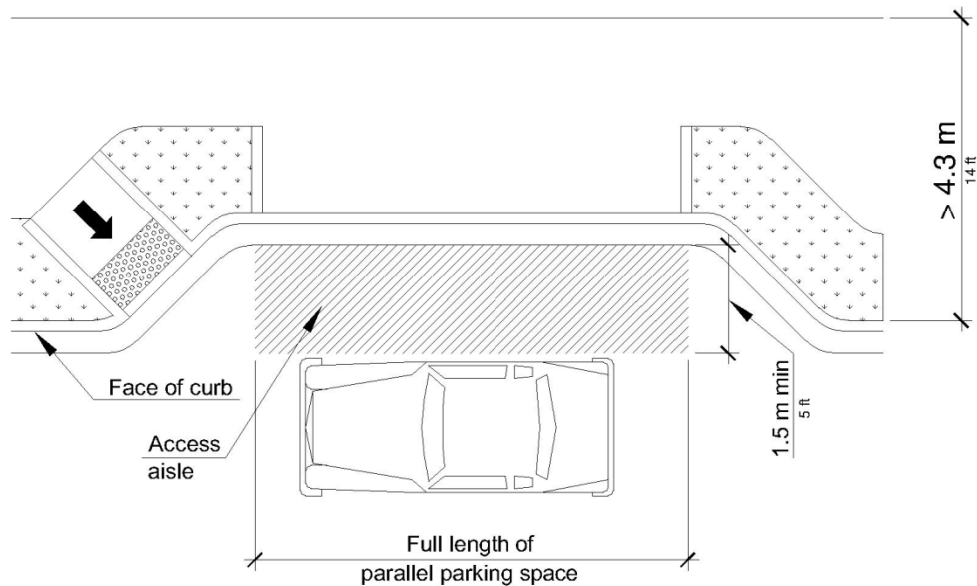


Figure R309.2.1
Wide Sidewalks

R309.2.1.1 Alterations. In alterations where the street or sidewalk adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face.

R309.2.2 Narrow Sidewalks. An access aisle is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 4.3 m (14.0 ft). When an access aisle is not provided, the parking spaces shall be located at the end of the block face.

Advisory R309.2.2 Narrow Sidewalks. Vehicle lifts or ramps can be deployed on a 2.4 m (8.0 ft) sidewalk if there are no obstructions.

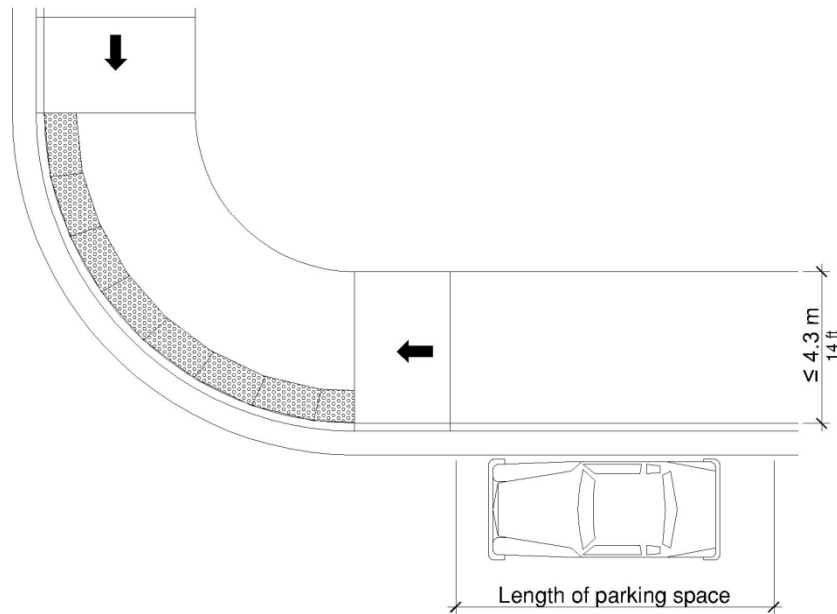


Figure R309.2.2
Narrow Sidewalks

R309.3 Perpendicular or Angled Parking Spaces. Where perpendicular or angled parking is provided, an access aisle 2.4 m (8.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle.

Advisory R309.3 Perpendicular or Angled Parking Spaces. Perpendicular and angled parking spaces permit the deployment of a van side-lift or ramp.

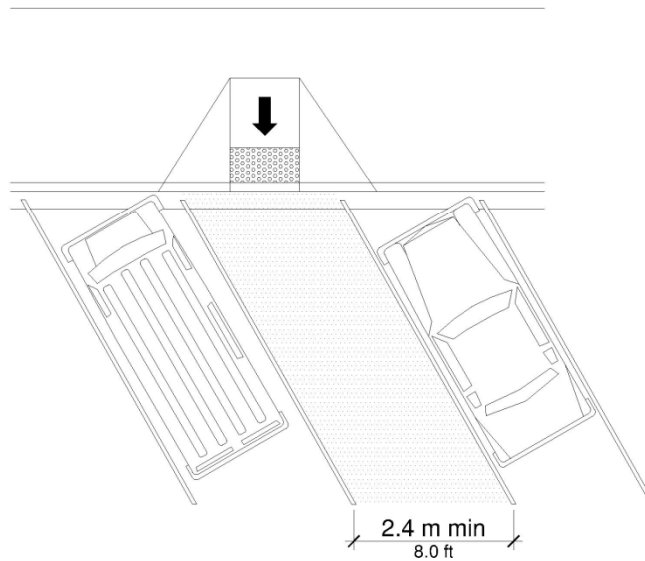


Figure R309.3
Perpendicular or Angled Parking Spaces

R309.4 Curb Ramps or Blended Transitions. Curb ramps or blended transitions complying with R304 shall connect the access aisle to the pedestrian access route. Curb ramps shall not be located within the access aisle.

Advisory R309.4 Curb Ramps or Blended Transitions. At parallel parking spaces, curb ramps and blended transitions should be located so that a van side-lift or ramp can be deployed to the sidewalk and the vehicle occupant can transfer to a wheelchair or scooter. Parking spaces at the end of the block face can be served by curb ramps or blended transitions at the pedestrian street crossing. Detectable warning surfaces are not required on curb ramps and blended transitions that connect the access aisle to the sidewalk, including where the sidewalk is at the same level as the parking spaces, unless the curb ramps and blended transitions also serve pedestrian street crossings (see R208).

R309.5 Parking Meters and Parking Pay Stations. Parking meters and parking pay stations that serve accessible parking spaces shall comply with R309.5. Operable parts shall comply with R403.

R309.5.1 Location. At accessible parallel parking spaces, parking meters shall be located at the head or foot of the parking space.

Advisory R309.5.1 Location. Locating parking meters at the head or foot of the parking space permits deployment of a van side-lift or ramp or the vehicle occupant to transfer to a wheelchair or scooter.

R309.5.2 Displays and Information. Displays and information shall be visible from a point located 1.0 m (3.3 ft) maximum above the center of the clear space in front of the parking meter or parking pay station.

R310 Passenger Loading Zones

R310.1 General. Passenger loading zones shall comply with R310.

Advisory R310.1 General. Accessible passenger loading zones must be identified by signs displaying the International Symbol of Accessibility (see R211.3 and R411).

R310.2 Vehicle Pull-Up Space. Passenger loading zones shall provide a vehicular pull-up space 2.4 m (8.0 ft) wide minimum and 6.1 m (20.0 ft) long minimum.

R310.3 Access Aisle. Passenger loading zones shall provide access aisles complying with R310.3 adjacent to the vehicle pull-up space. Access aisles shall be at the same level as the vehicle pull-up space they serve and shall not overlap the vehicular travel lane. Curb ramps or blended transitions complying with R304 shall connect the access aisle to the pedestrian access route. Curb ramps are not permitted within the access aisle.

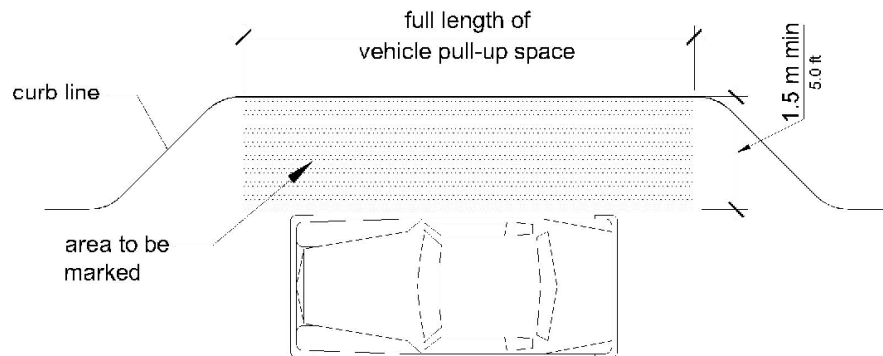


Figure R310.3
Access Aisle

R310.3.1 Width. Access aisles serving vehicle pull-up spaces shall be 1.5 m (5.0 ft) wide minimum.

R310.3.2 Length. Access aisles shall extend the full length of the vehicle pull-up spaces they serve.

R310.3.3 Marking. Access aisles shall be marked so as to discourage parking in them.

R310.3.4 Surfaces. Access aisle surfaces shall comply with R302.7.

CHAPTER R4: SUPPLEMENTARY TECHNICAL REQUIREMENTS

R401 General

R401.1 Scope. The supplemental technical requirements in Chapter 4 shall apply where required by Chapter 2 or where referenced by a requirement in this document.

R402 Protruding Objects

R402.1 General. Protruding objects shall comply with R402.

R402.2 Protrusion Limits. Objects with leading edges more than 685 mm (2.25 ft) and not more than 2 m (6.7 ft) above the finish surface shall protrude 100 mm (4 in) maximum horizontally into pedestrian circulation paths.

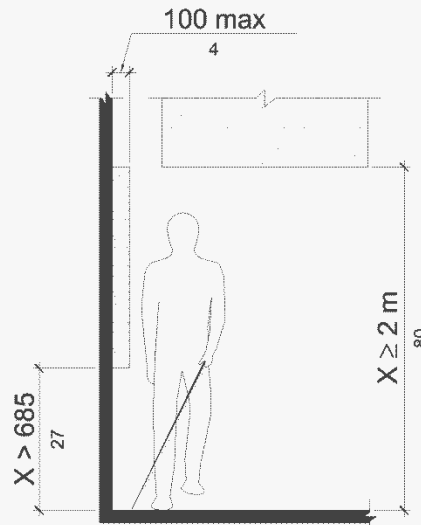


Figure R402.2
Protrusion Limits

R402.3 Post-Mounted Objects. Where objects are mounted on free-standing posts or pylons and the objects are 685 mm (2.25 ft) minimum and 2030 mm (6.7 ft) maximum above the finish surface, the objects shall overhang pedestrian circulation paths 100 mm (4 in) maximum measured horizontally from the post or pylon base. The base dimension shall be 64 mm (2.5 in) thick minimum. Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 305 mm (1.0 ft), the lowest edge of the object shall be 685 mm (2.25 ft) maximum or 2 m (6.7 ft) minimum above the finish surface.

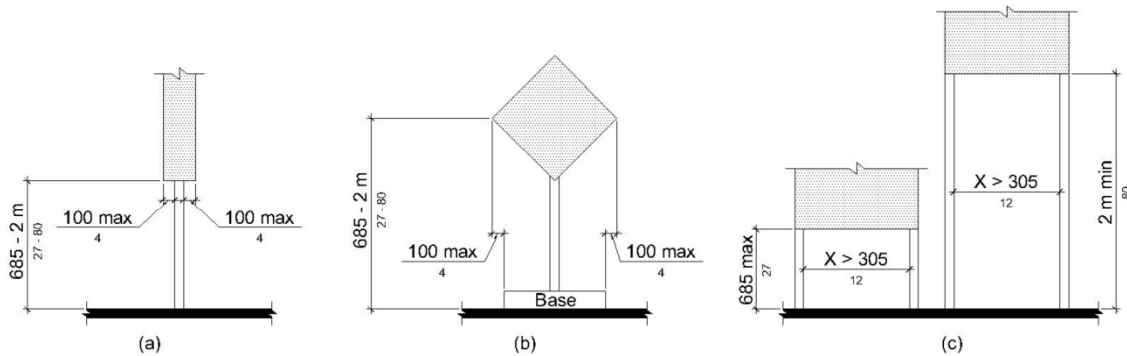


Figure R402.3
Post-Mounted Objects

R402.4 Reduced Vertical Clearance. Guardrails or other barriers to pedestrian travel shall be provided where the vertical clearance is less than 2 m (6.7 ft) high. The leading edge of the guardrail or barrier shall be located 685 mm (2.25 ft) maximum above the finish surface.

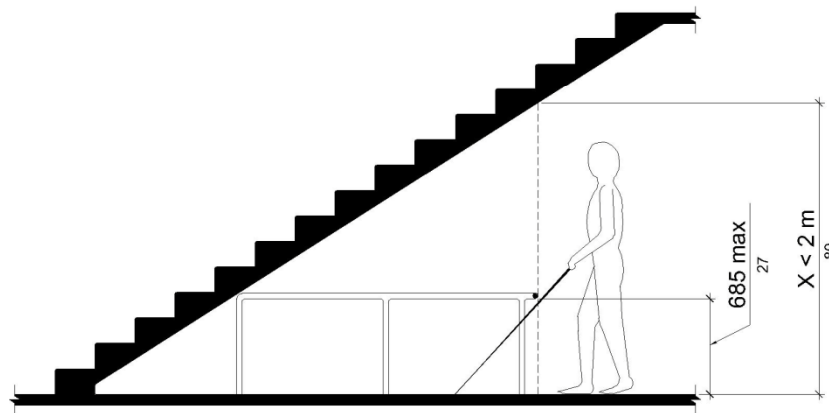


Figure R402.4
Reduced Vertical Clearance

R403 Operable Parts

R403.1 General. Operable parts shall comply with R403.

Advisory R403.1 General. Operable parts on accessible pedestrian signals and pedestrian pushbuttons (see R209) and parking meters and parking pay stations that serve accessible parking spaces (see R309.5) must comply with R403.

R403.2 Clear Space. A clear space complying with R404 shall be provided at operable parts.

R403.3 Height. Operable parts shall be placed within one or more of the reach ranges specified in R406.

R403.4 Operation. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 22 N (5 lbs) maximum.

R404 Clear Spaces

R404.1 General. Clear spaces shall comply with R404.

Advisory R404.1 General. Clear spaces are required at operable parts (see R403.2), including accessible pedestrian signals and pedestrian pushbuttons (see R209) and parking meters and parking pay stations that serve accessible parking spaces (see R309.5). Clear spaces are also required at benches (see R212.6) and within transit shelters (see R308.2).

R404.2 Surfaces. Surfaces of clear spaces shall comply with R302.7 and shall have a running slope consistent with the grade of the adjacent pedestrian access route and cross slope of 2 percent maximum.

R404.3 Size. Clear spaces shall be 760 mm (2.5 ft) minimum by 1220 mm (4.0 ft) minimum.

R404.4 Knee and Toe Clearance. Unless otherwise specified, clear spaces shall be permitted to include knee and toe clearance complying with R405.

R404.5 Position. Unless otherwise specified, clear spaces shall be positioned for either forward or parallel approach to an element.

R404.6 Approach. One full unobstructed side of a clear space shall adjoin a pedestrian access route or adjoin another clear space.

R404.7 Maneuvering Space. Where a clear space is confined on all or part of three sides, additional maneuvering space shall be provided in accordance with R404.7.1 and R404.7.2.

R404.7.1 Forward Approach. The clear space and additional maneuvering space shall be 915 mm (3.0 ft) wide minimum where the depth exceeds 610 mm (2.0 ft).

R404.7.2 Parallel Approach. The clear space and additional maneuvering space shall be 1525 mm (5.0 ft) wide minimum where the depth exceeds 380 mm (1.25 ft).

R405 Knee and Toe Clearance

R405.1 General. Where space beneath an element is included as part of a clear space, the space shall comply with R405. Additional space shall not be prohibited beneath an element but shall not be considered as part of the clear space.

Advisory R405.1 General. Clearances are measured in relation to the usable clear space, not necessarily to the vertical support for an element. When determining clearance under an object, care should be taken to ensure that the space is clear of any obstructions.

R405.2 Toe Clearance

R405.2.1 General. Space under an element between the finish surface and 230 mm (9 in) above the finish surface shall be considered toe clearance and shall comply with R405.2.

R405.2.2 Maximum Depth. Toe clearance shall extend 635 mm (2.1 ft) maximum under an element.

R405.2.3 Minimum Required Depth. Where toe clearance is required at an element as part of a clear space, the toe clearance shall extend 430 mm (1.4 ft) minimum under the element.

R405.2.4 Width. Toe clearance shall be 760 mm (2.5 ft) wide minimum.

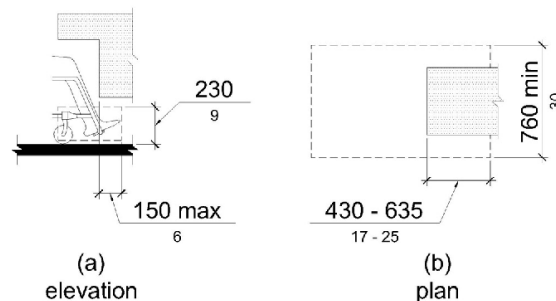


Figure R405.2
Toe Clearance

R405.3 Knee Clearance

R405.3.1 General. Space under an element between 230 mm (9 in) and 685 mm (2.25 ft) above the finish surface shall be considered knee clearance and shall comply with R405.3.

R405.3.2 Maximum Depth. Knee clearance shall extend 635 mm (2.1 ft) maximum under an element at 230 mm (9 in) above the finish surface.

R405.3.3 Minimum Required Depth. Where knee clearance is required under an element as part of a clear space, the knee clearance shall be 280 mm (11 in) deep minimum at 230 mm (9 in) above the finish surface, and 205 mm (8 in) deep minimum at 685 mm (2.25 ft) above the finish surface.

R405.3.4 Clearance Reduction. Between 230 mm (9 in) and 685 mm (2.25 ft) above the finish surface, the knee clearance shall be permitted to reduce at a rate of 25 mm (1 in) in depth for each 150 mm (6 in) in height.

R405.3.5 Width. Knee clearance shall be 760 mm (2.5 ft) wide minimum.

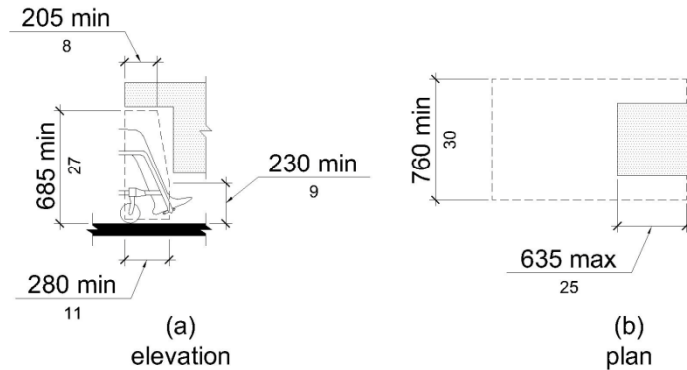


Figure R405.3
Knee Clearance

R406 Reach Ranges

R406.1 General. Reach ranges shall comply with R406.

R406.2 Unobstructed Forward Reach. Where a forward reach is unobstructed, the high forward reach shall be 1220 mm (4.0 ft) maximum and the low forward reach shall be 380 mm (1.25 ft) minimum above the finish surface. Forward reach over an obstruction is not permitted.

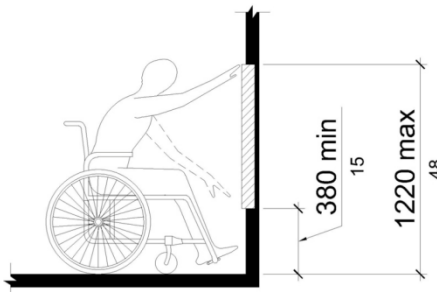


Figure R406.2
Unobstructed Forward Reach

R406.3 Unobstructed Side Reach. Where a clear space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 1220 mm (4.0 ft) maximum and the low side reach shall be 380 mm (1.25 ft) minimum above the finish surface. An obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 255 mm (10 in) maximum.

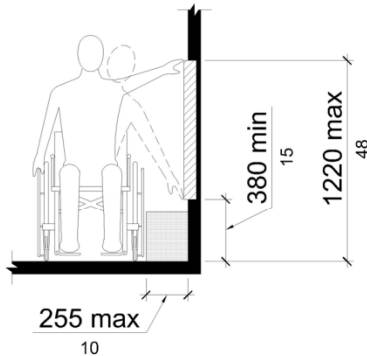


Figure R406.3
Unobstructed Side Reach

R407 Ramps

R407.1 General. Ramps shall comply with R407.

R407.2 Running Slope. Ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum.

Advisory R407.2 Running Slope. Ramps with the least possible running slope accommodate the widest range of users. Providing stairways along with ramps, where possible, benefits pedestrians with heart disease, limited stamina, and others for whom distance presents a greater barrier than steps.

R407.3 Cross Slope. The cross slope of ramp runs shall be 2 percent maximum.

R407.4 Width. The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 915 mm (3.0 ft) minimum.

R407.5 Rise. The rise for any ramp run shall be 760 mm (2.5 ft) maximum.

R407.6 Landings. Ramps shall have landings at the top and the bottom of each ramp run. Landings shall comply with R407.6.

R407.6.1 Slope. Landing slopes shall be 2 percent maximum in any direction.

R407.6.2 Width. The landing clear width shall be at least as wide as the widest ramp run leading to the landing.

R407.6.3 Length. The landing clear length shall be 1.5 m (5.0 ft) long minimum.

R407.6.4 Change in Direction. Ramps that change direction between runs at landings shall have a clear landing 1.5 m (5.0 ft) minimum by 1.5 m (5.0 ft) minimum.

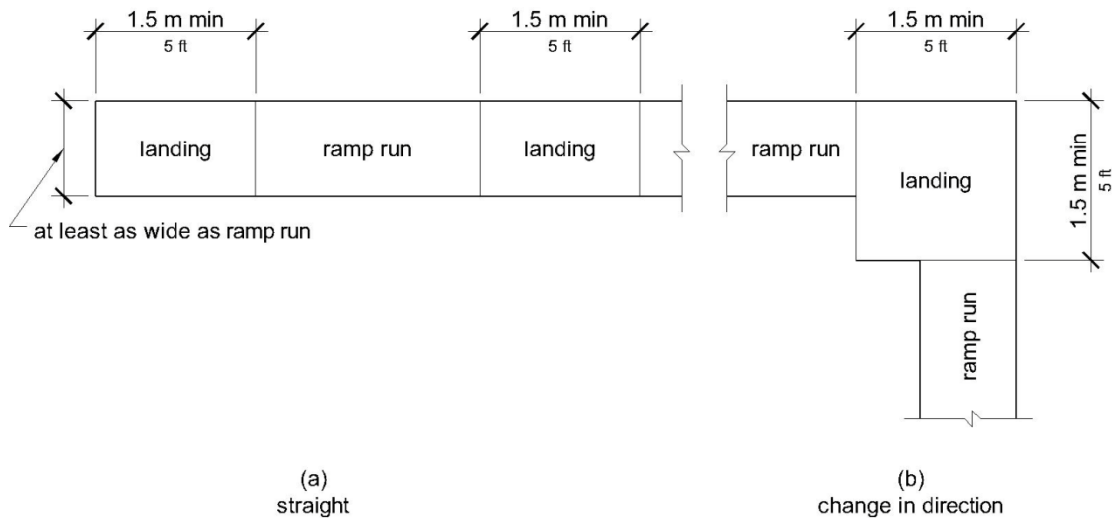


Figure R407.6
Landings

R407.7 Surfaces. Surfaces of ramp runs and landings shall comply with R302.7.

R407.8 Handrails. Ramp runs with a rise greater than 150 mm (6 in) shall have handrails complying with R409.

R407.9 Edge Protection. Edge protection complying with R407.9.1 or R407.9.2 shall be provided on each side of ramp runs and ramp landings.

R407.9.1 Extended Ramp Surface. The surface of the ramp run or landing shall extend 305 mm (1.0 ft) minimum beyond the inside face of a handrail complying with R409.

Advisory R407.9.1 Extended Ramp Surface. The extended surface prevents wheelchair casters and crutch tips from slipping off the ramp surface.

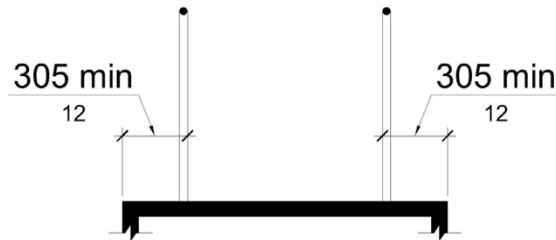


Figure R407.9.1
Extended Ramp Surface

R407.9.2 Curb or Barrier. A curb or barrier shall be provided that prevents the passage of a 100 mm (4 in) diameter sphere, where any portion of the sphere is within 100 mm (4 in) of the finish surface.

R408 Stairways

R408.1 General. Stairways shall comply with R408.

R408.2 Treads and Risers. All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 100 mm (4 in) high minimum and 180 mm (7 in) high maximum. Treads shall be 280 mm (11 in) deep minimum.

R408.3 Open Risers. Open risers are not permitted.

R408.4 Tread Surface. Stairway treads shall comply with R302.7. Changes in level are not permitted.

R408.5 Nosings. The radius of curvature at the leading edge of the tread shall be 13 mm (0.5 inch) maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 38 mm (1.5 in) maximum over the tread below.

R408.6 Handrails. Stairways shall have handrails complying with R409.

R409 Handrails

R409.1 General. Handrails required at ramps and stairways, and handrails provided on pedestrian circulation paths shall comply with R409.

Advisory R409.1 General. Handrails are required on ramp runs with a rise greater than 150 mm (6 in) (see R407.8) and stairways (see R408.6). Handrails are not required on pedestrian circulation paths. However, if handrails are provided on pedestrian circulation paths, the handrails must comply with R409 (see R217). The requirements in R409.2, R409.3, and R409.10 apply only to handrails at ramps and stairways, and do not apply to handrails provided on pedestrian circulation paths.

R409.2 Where Required. Handrails shall be provided on both sides of ramps and stairways.

R409.3 Continuity. Handrails shall be continuous within the full length of each ramp run or stair flight. Inside handrails on switchback or dogleg ramps and stairways shall be continuous between ramp runs or stair flights.

R409.4 Height. Top of gripping surfaces of handrails shall be 865 mm (2.8 ft) minimum and 965 mm (3.2 ft) maximum vertically above walking surfaces, ramp surfaces, and stair nosings. Handrails shall be at a consistent height above walking surfaces, ramp surfaces, and stair nosings.

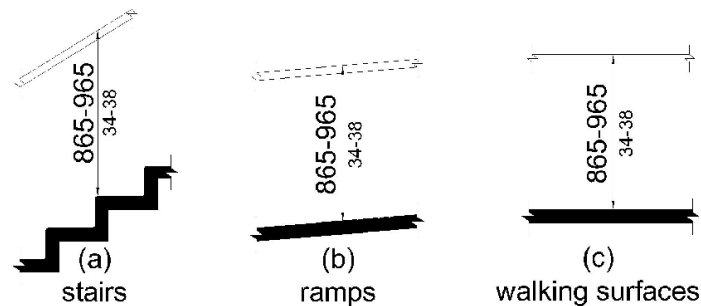


Figure R409.4
Height

R409.5 Clearance. Clearance between handrail gripping surfaces and adjacent surfaces shall be 38 mm (1.5 in) minimum.

R409.6 Gripping Surface. Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 38 mm (1.5 in) minimum below the bottom of the handrail gripping surface.

Advisory R409.6 Gripping Surface. Pedestrians with disabilities and others benefit from continuous gripping surfaces that permit users to reach the fingers outward or downward to grasp the handrail.

R409.7 Cross Section. Handrail gripping surfaces shall have a cross section complying with R409.7.1 or R409.7.2. Where expansion joints are necessary for large spans of handrails, the expansion joint is permitted to be smaller than the specified cross section diameters for a 25mm (1 in) length.

R409.7.1 Circular Cross Section. Handrail gripping surfaces with a circular cross section shall have an outside diameter of 32 mm (1.25 in) minimum and 51 mm (2 in) maximum.

R409.7.2 Non-Circular Cross Sections. Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 100 mm (4 in) minimum and 160 mm (6.25 in) maximum, and a cross-section dimension of 57 mm (2.25 in) maximum.

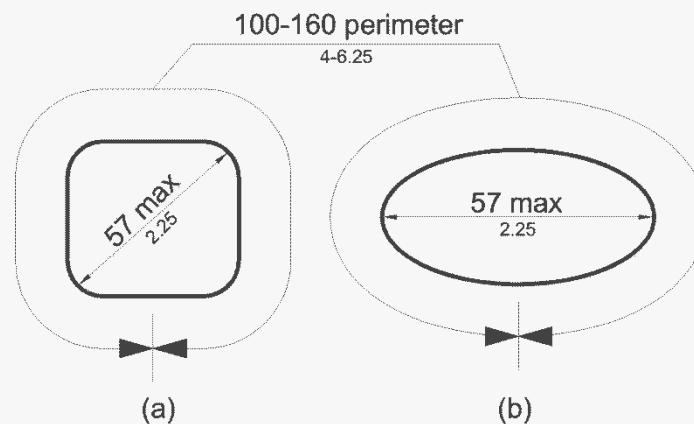


Figure R409.7.2
Non-Circular Cross Sections

R409.8 Surfaces. Handrail gripping surfaces and any surfaces adjacent to them shall be free of sharp or abrasive elements and shall have rounded edges.

R409.9 Fittings. Handrails shall not rotate within their fittings. Where expansion joints are necessary for large spans of handrails, the expansion joint is permitted to rotate in its fitting.

R409.10 Handrail Extensions. Handrail gripping surfaces shall extend beyond and in the same direction of ramp runs and stair flights in accordance with R409.10. Extensions shall not be required for continuous handrails at the inside turn of switchback or dogleg ramps and stairways. In alterations where handrail extensions would reduce the clear width required for pedestrian access routes, handrail extensions shall not be required.

R409.10.1 Top and Bottom Extension at Ramps. Ramp handrails shall extend horizontally above the landing for 305 mm (1.0 ft) minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run.

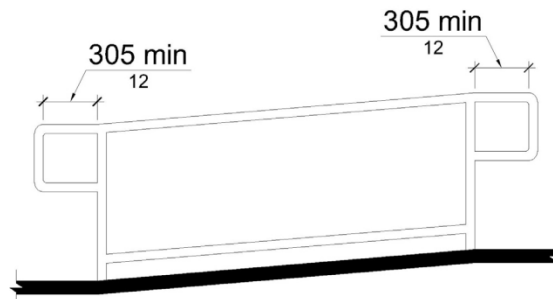


Figure R409.10.1
Top and Bottom Extension at Ramps

R409.10.2 Top Extension at Stairways. At the top of a stair flight, handrails shall extend horizontally above the landing for 305 mm (1.0 ft) minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

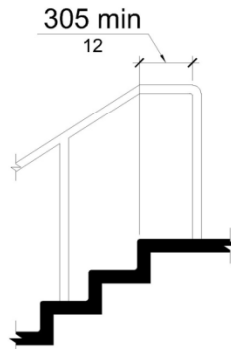


Figure R409.10.2
Top Extension at Stairways

R409.10.3 Bottom Extension at Stairways. At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

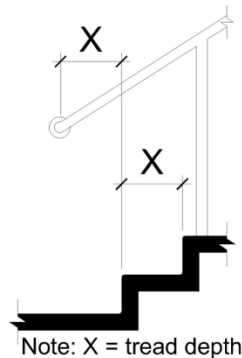


Figure R409.10.3
Bottom Extension at Stairways

R410 Visual Characters on Signs

R410.1 General. Visual characters on signs shall comply with R410.

R410.2 Finish and Contrast. Characters and their background shall have a non-glare finish. Characters shall contrast with their background with either light characters on a dark background or dark characters on a light background.

Advisory R410.2 Finish and Contrast. Signs are more legible for pedestrians with low vision when characters contrast as much as possible with their background. Additional factors affecting the ease with which the text can be distinguished from its background include shadows cast by lighting sources, surface glare, and the uniformity of the text and its background colors and textures.

R410.3 Case. Characters shall be uppercase or lowercase or a combination of both.

R410.4 Style. Characters shall be conventional in form. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

R410.5 Character Proportions. Characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

R410.6 Character Height. Minimum character height shall comply with Table R410.2.5. Viewing distance shall be measured as the horizontal distance between the character and an obstruction preventing further approach towards the sign. Character height shall be based on the uppercase letter "I".

Table R410.6 Visual Character Height

Height to Finish Surface from Baseline of Character	Horizontal Viewing Distance	Minimum Character Height
1.0 m (3.3 ft) to less than or equal to 1.8 m (5.8 ft)	Less than 1.8 m (6.0 ft)	16 mm (0.625 in)
	1.8 m (6.0 ft) and greater	16 mm (0.625 in), plus 3.2 mm (0.125 in) per 0.3 m (1.0 ft) of viewing distance above 1.8 m (6.0 ft)
Greater than 1.8 m (5.8 ft) to less than or equal to 3.0 m (10.0 ft)	Less than 4.6 m (15.0 ft)	51 mm (2 in)
	4.6 m (15.0 ft) and greater	16 mm (0.625 in), plus 3.2 mm (0.125 in) per 0.3 m (1.0 ft) of viewing distance above 1.8 m (6.0 ft)
Greater than 3.0 m (10.0 ft)	Less than 6.4 m (21.0 ft)	75 mm (3 in)
	6.4 m (21.0 ft) and greater	75 mm (3 in), plus 3.2 mm (0.125 in) per 0.3 m (1.0 ft) of viewing distance above 6.4 m (21.0 ft)

R410.7 Height from Finish Surface. Visual characters shall be 1.0 m (3.25 ft) minimum above the finish surface.

R410.8 Stroke Thickness. Stroke thickness of the uppercase letter "I" shall be 10 percent minimum and 30 percent maximum of the height of the character.

R410.9 Character Spacing. Character spacing shall be measured between the two closest points of adjacent characters, excluding word spaces. Spacing between individual characters shall be 10 percent minimum and 35 percent maximum of character height.

R410.10 Line Spacing. Spacing between the baselines of separate lines of characters within a message shall be 135 percent minimum and 170 percent maximum of the character height.

R411 International Symbol of Accessibility. The International Symbol of Accessibility shall comply with Figure 411. The symbol and its background shall have a non-glare finish. The symbol shall contrast with its background with either a light symbol on a dark background or a dark symbol on a light background.



Figure R411
International Symbol of Accessibility

APPENDIX K: Requests for Accommodation

As requests are made, they will be processed and added to this section. The current Request for Accommodation form is on the next page.

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City of Madison, Indiana
ADA Title II Request for Reasonable Accommodation Form

Instructions: If you are completing this form for another individual, please submit their contact information and the preferred method of contact. If you are the person who we should contact, please submit your information and your preferred method of contact. Submit to: ADA Coordinator, 101 West Main Street, Madison, IN 47250, or via FAX to: (812) 265-3349

Person Completing this Form:	<input type="checkbox"/> Citizen <input type="checkbox"/> Representative of Citizen
Today's Date:	
Citizen Contact information	
Name:	
Street Address, Zip	
Telephone Number	
E-Mail Address	
Preferred Method of Contact: <input type="checkbox"/> E-Mail <input type="checkbox"/> Telephone <input type="checkbox"/> Mail	
Representative of Citizen Contact Information	
Name:	
Street Address, Zip	
Telephone Number	
E-Mail Address	
Preferred Method of Contact: <input type="checkbox"/> E-Mail <input type="checkbox"/> Telephone <input type="checkbox"/> Mail	
Accommodation Information	
Please Identify the City department or office associated with the program, service, or activity:	
Please specify the program, service or activity you are seeking to participate:	
Accommodation you are requesting:	
How will this accommodation assist you?	
If you would like to include additional information, please provide that information and attach it to this form	

APPENDIX L: Grievances

As grievances are submitted, they will be processed and added to this section, along with the status, final determination and action(s) taken. The current Grievance form is on the next page.

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City of Madison, Indiana

ADA Grievance Form

- 1. Fill out** (type in the provided fields) *hint: you may tab through the form*
- 2. Print** (remember to sign the form after you print it)
- 3. Submit to:**

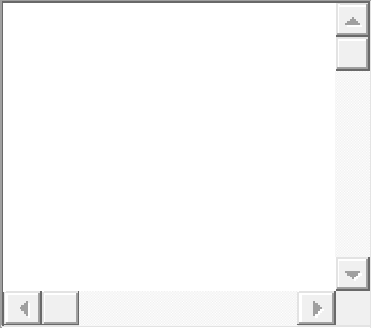

City of Madison
ADA Coordinator & City Board of Works,
101 West Main Street, Madison, IN 47250
(812) 265-8300 Voice

Request may be send via the facsimile at (812) 265-3349.

TITLE II, AMERICANS WITH DISABILITIES ACT GRIEVANCE FORM

Instructions: Please fill out this form in black ink or type. Sign and return it.

Grievant:	<input type="text"/>
Address:	<input type="text"/>
City:	<input type="text"/>
State:	<input type="text"/> Zip Code: <input type="text"/>
Telephone	
Home:	<input type="text"/>
Business:	<input type="text"/>
Person Alleging Violation of Title II	
(if other than the grievant):	<input type="text"/>
Address:	<input type="text"/>
City:	<input type="text"/>
State:	<input type="text"/> Zip Code: <input type="text"/>
Telephone	
Home:	<input type="text"/>
Business:	<input type="text"/>
City Department, Bureau or Service:	<input type="text"/>
Address:	<input type="text"/>
City:	<input type="text"/>
State:	<input type="text"/> Zip Code: <input type="text"/>
Telephone	

Home:	<input type="text"/>
Business:	<input type="text"/>
When did the alleged violation occur?	
Date:	<input type="text" value="MM/DD/YYYY"/>
Describe the alleged act(s), providing name(s) where possible of the individuals who allegedly violated Title II. (attach additional pages if necessary.)	
	
Has this complaint been filed with the Department of Justice or any other Federal, State, or local civil rights agency or court?	
Yes:	<input type="checkbox"/> If yes please complete section B
No:	<input type="checkbox"/>
Section B	
Agency or Court:	<input type="text"/>
Contact Person:	<input type="text"/>
Address:	<input type="text"/>
City:	<input type="text"/>
State:	<input type="text"/> Zip Code: <input type="text"/>
Telephone:	<input type="text"/>
Date Filed:	<input type="text" value="MM/DD/YYYY"/>
Additional space for answers:	
	
Signature: _____ Date: _____	

Appendix M, ADA Barrier Removal Summary

**CITY OF MADISON
ADA BARRIER REMOVAL SUMMARY**

[illegible]

Appendix N, Request and Grievance Log

CITY OF MADISON
ADA REQUEST AND COMPLAINT LOG

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