

SIDEWALKS AND CURB RAMPS

Sidewalks and curb ramps located within the right-of-way will be constructed in accordance with the City's Standard Construction Specifications. These specifications have been designed to comply with ADA guidelines and are updated on a regular basis for compliance. A site that has a physical constraint making construction to the details called out in the standard specifications impractical shall have a design approved by the City Engineer. The City Engineer will ensure, to the maximum extent possible, that the constructed feature will be compliant and usable. See the Standard Construction Specifications for details such as sidewalk width, slopes, truncated dome locations, etc.

New sidewalks and curb ramps located within the right-of-way must be constructed to the Standard Construction Specifications. The City Engineer is responsible for approval of project specification details. Projects having new sidewalk shall include, but not are limited to:

- New subdivisions
- New site development or redevelopment
- New street construction
- Public Improvement Districts
- Commercial driveways on thoroughfares
- Any other new project identified by the City Engineer

Sidewalk replacement within the right-of-way must be constructed to the Standard Construction Specifications. Replacement projects include, but not limited to:

- Street reconstruction and some forms of street maintenance
- Participation in the City' Sidewalk Replacement Program
- Select Capital Improvement Projects where path of construction impinges into an area that requires an accessible feature (i.e. fire hydrant replacement at a corner that previously does not have an accessible curb ramp or the existing curb ramp does not meet current standards).
- New site development or redevelopment
- Any other project identified by the City Engineer

EVALUATION & PRIORITIZATION SCHEDULE

Sidewalk installation or replacement located in the right of way will be evaluated by analyzing the following:

<u>ISSUE</u>	<u>POSSIBLE BARRIER</u>
Sidewalk and pathway clear width	Narrow, below guidelines & specifications
Sidewalk and pathway cross slope	Steepness, irregularity, variability, warping
Landings along sidewalks and pathways	Less than specified
Sidewalk and pathway grade	Steepness, angle points
Materials and finishes	Deterioration of surfaces, deterioration of markings, appropriateness of material
Gratings, manhole covers, cover plates	grating/cover type, orientation, opening size
Discontinuities	Missing sections, gaps, drops, steps
Detectable warnings	Missing, inappropriate materials, inadequate size, wrong location, improper installation
Obstructions	Signs, mail boxes, fire hydrants, benches, telephones, traffic signal poles and controller boxes, utility pedestals, drainage structures, tree grates, pole mounted objects, parked cars/bicycles, trash cans/dumpsters, standing water, snow or ice, loose material such as gravel or landscape rock
Traffic signal systems	Lack of provision for the visually impaired such as APS, inadequate time allowed, inoperable buttons, inaccessible buttons
Curb Ramp	Missing, doesn't fall within marked crosswalk, doesn't conform to guidelines or specifications
Curb Ramp Flares; back curb	Missing where required, too steep
Landing	Missing, steepness, not proper dimensions, cross slope

ATTACHMENT "H"

Sidewalk and curb ramp installation or replacement located in the right of way shall be prioritized using two areas of evaluation, location and site condition:

BY LOCATION

<u>PRIORITY</u>	<u>SITUATION</u>
L1	<p>Public spaces and government facilities including but not limited to:</p> <ul style="list-style-type: none">▪ State, county, and local government buildings;▪ Public hospitals, medical & health clinics, therapy centers;▪ Public housing projects and homeless shelters;▪ Police and or Sheriff service centers;▪ Parks & trails;▪ Schools;▪ Transportation hubs, major corridors and routes in conjunction with City's Major Thoroughfare Plan.
L2	<p>Request from citizens with disabilities wishing to accommodate their activities of daily living. All public requests will be evaluated and addressed individually. Request will be evaluated as to overall functionality and relationship to civic centers and transportation routes through the City as well as feasibility of requested project and needs of the individual.</p>
L3	<p>Public locations or areas of public accommodation which are privately owned including but not limited to:</p> <ul style="list-style-type: none">• Doctors, medical, & mental health offices;• Senior facilities;• Major shopping centers;• Large housing complexes;• Major employment sites;• Service centers;• Restaurants;• Hotels and motels.
L4	<p>Residential areas.</p>
L5	<p>Intersections and corridors which have not fallen into any of the above categories.</p>

BY SITE CONDITION

<u>PRIORITY</u>	<u>SITUATION</u>
SC1	Locations existing walks or ramps in condition that impede path of travel such as but not limited to vertical displacement of ramp/walk, broken or cracked concrete, deteriorated conditions, slope and cross slopes too steep.
SC2	Locations where no ramps exist to provide access to existing sidewalk or pathway and where no sidewalk exists for existing pathway or on critical route per location priorities.
SC3	Locations where no curb ramp, sidewalk, or pathway exists where a striped crosswalk exists.
SC4	Locations where a corner has one existing curb ramp for one direction of travel accessing sidewalk or pathway and conditions allow for construction of an additional ramp for a separate direction of travel provided that traffic and site conditions allow for a safe path of travel.
SC5	Locations where utilities, physical barriers, or other constraints exist and curb ramps, sidewalks, or pathways can be reconstructed where required providing access.
SC6	Locations where existing curb ramps, sidewalks, or pathways do not meet current federal/state/local standards.
SC7	Locations where traffic signal and push button modifications are required to meet current federal/state/local standards.