# ADA Transition Plan

# City of Dayton

## Inventory Manual

2022

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# City of Dayton

## Inventory Manual

**Client**
City of Dayton

**Consultant Team**
SRF Consulting Group, Inc.

# Inventory Approach

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

# Public Right-of-Way Inventory

## Definitions

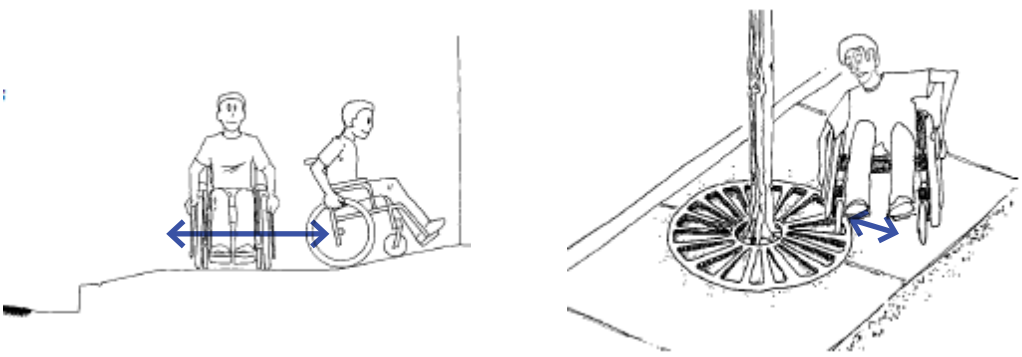
| Term | |
|---|---|
| **Accessible Pedestrian Signal (APS)** | A device that communicates information about pedestrian signal timing in a non-visual format such as audible tones, speech messages and/or vibrating surfaces. |
| **Cross slope** | The slope that is perpendicular to the direction of travel.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

General Guidance

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

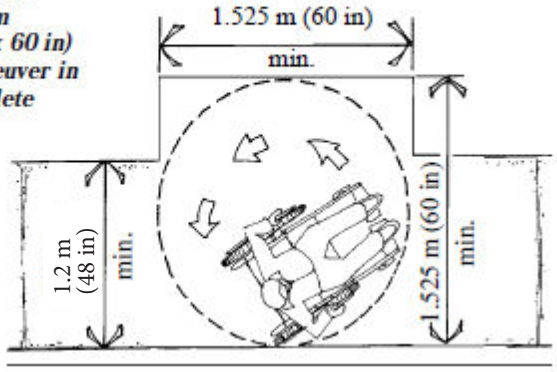
| # | Expanded Question | Notes |
|---|---|---|
| 1 | Choose feature location. **Choose From Options** | |
| 2 | Is the route stable, firm and slip-resistant? **Yes/No** | |
| 3 | Is the route ≥ 48 inches wide? (Take measurement at narrowest dimension.) **Yes/No** | **S3** |
| 4 | If route is <200 inches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

## S3

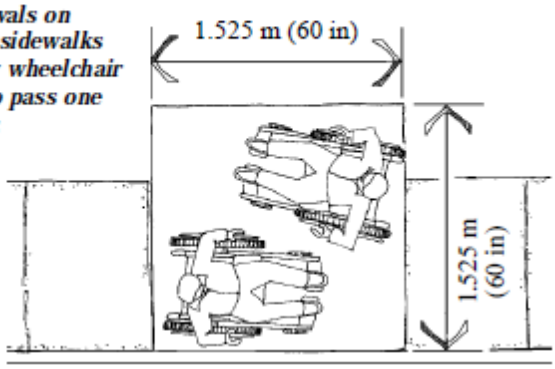


## S4

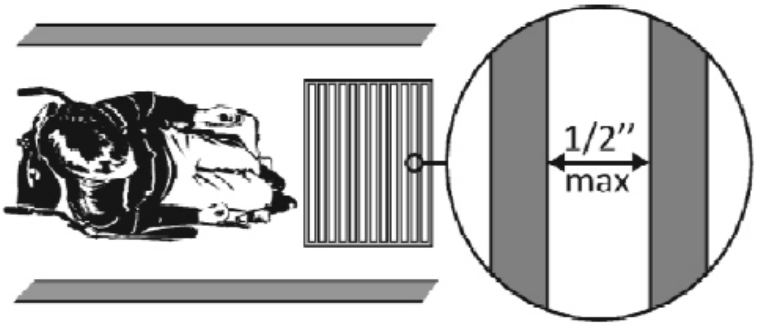
*Wheelchair users require 1.525 m x 1.525 m (60 in x 60 in) to maneuver in a complete circle.*



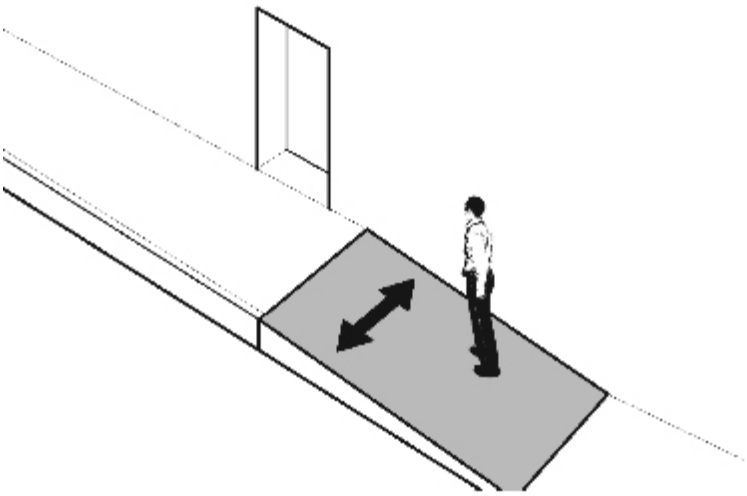

*Passing spaces should be included at intervals on narrow sidewalks to allow wheelchair users to pass one another.*

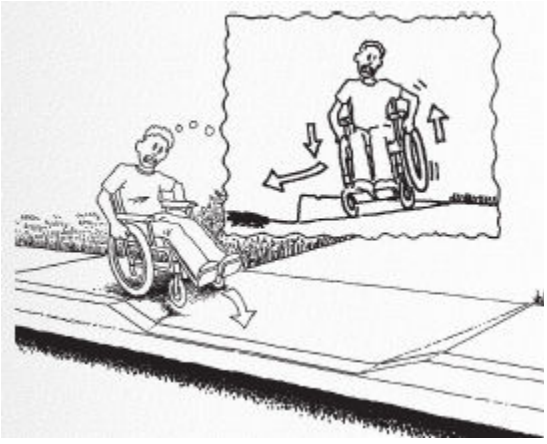



## S4




## S8





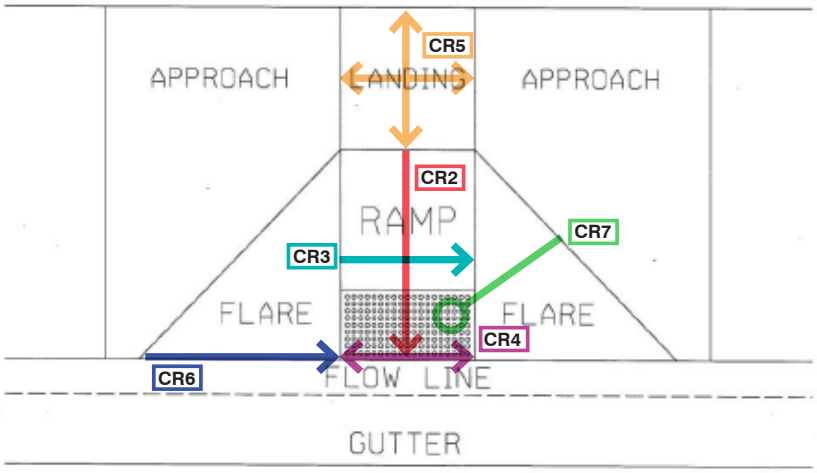
**General Guidance**

» **Place a data point on the location of the curb ramp. If multiple curb ramps are located in a relatively small area, be sure that points do not overlap and that it is obvious which data point corresponds to each ramp.**

» **If more than one path ties into the same curb ramp, evaluate the landing on both paths.**

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

## CR2 - 7




## CR6

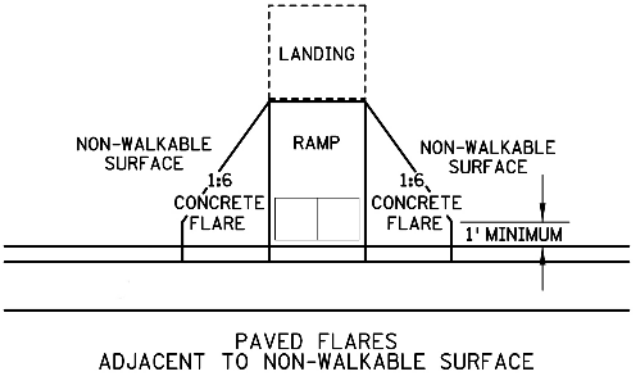



*Photo Credit: MnDOT Standard Plan 5-297.250*