

The Dalles, Oregon

AMERICANS WITH DISABILITIES ACT TRANSITION PLAN

Addendum to the 2017 Transportation System Plan

June 2019



2017 Transportation System Plan Goal 2: Accessibility and Connectivity

The Accessibility and Connectivity goal focuses on providing a transportation system that is available to all users, regardless of mode of choice, ability or economic status.

RESOLUTION NO. 19-016

A RESOLUTION ADOPTING THE CITY OF THE DALLES 2019 AMERICANS WITH DISABILITIES ACT TRANSITION PLAN

WHEREAS, the City of The Dalles recognizes its obligations under the federal Americans with Disabilities Act (ADA) Title II which requires public entities with 50 or more employees to develop a transition plan to provide access for persons with disabilities to public services and programs; and

WHEREAS, the City of The Dalles adopted an updated Transportation System Plan (TSP) on April 11, 2017 that includes Goal 2, Accessibility and Connectivity, which focuses on providing transportation systems within the City that are accessible to all users; and

WHEREAS, development of the TSP was guided by input from a Technical Advisory Committee and a Public Advisory Committee as well as public comments received in two public meetings; and

WHEREAS, City staff reconvened the Technical and Public Advisory Committees from the TSP update process to review and provide input to the development of a City of The Dalles Americans with Disabilities Act Transition Plan, herein referred to as the ADA Transition Plan; and

WHEREAS, the draft ADA Transition Plan was posted for 30 days to allow for additional public comment; and

WHEREAS, the City Council desires to adopt the ADA Transition Plan as an amendment to the City's Transportation System Plan and direct the City Manager and City staff to implement the strategies identified therein.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF THE DALLES RESOLVES AS FOLLOWS:

Section 1. Plan Adopted. The City of The Dalles hereby adopts the City of The Dalles Americans with Disabilities Act Transition Plan dated May, 2019, as an amendment to its 2017 Transportation System Plan.

Section 2. Effective Date. This Resolution shall be effective as of June 10, 2019.

PASSED AND ADOPTED THIS 10th DAY OF JUNE, 2019.

Voting Yes, Councilors: Long-Curtiss, Miller, Runyon, Brown, McGlothlin

Voting No, Councilors: _____

Absent, Councilors: —

Abstaining, Councilors: —

AND APPROVED BY THE MAYOR THIS 10th DAY OF JUNE, 2019.

Richard A. Mays

Richard A. Mays, Mayor

Attest:

Izetta Grossman, CMC

Izetta Grossman, CMC, City Clerk

This document has been created to specifically cover accessibility within the public rights of way and does not include information on City programs, practices, or building facilities not related to public rights of way.

ADA PLAN CONTACT INFORMATION

Responsibility for implementing The Dalles Americans with Disabilities Act Transition Plan (ADA Plan) resides in the Public Works Department Engineering Services Division.

ADA Plan Coordinator: Michael H. Bosse, P.E.

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Office Fax: (541) 296-4346 (Please address faxes to the ADA Plan Coordinator)

Office & Mailing Address:

Public Works Department

Attn: ADA Plan Coordinator

1215 West First Avenue

The Dalles, OR 97058

Webpage Resources:

thedalles.org/transportation

The web page includes a link to the ADA grievance procedure and form.

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1. INTRODUCTION AND POLICY CONTEXT

The City of The Dalles 2017 Transportation System Plan (TSP) was designed to guide investments in the transportation system in the public right-of-way over the next 20 years. The TSP was developed through an inclusive process that identified transportation needs, developed and analyzed potential alternative approaches for addressing those needs, and developed projects, programs, pilot projects, policies and future studies. TSP development included several opportunities for public involvement. Populations with disabilities were well represented on the Technical Advisory Committee and the Public Advisory Committee. The TSP will ensure that future projects do not create new physical barriers to individuals with disabilities.

The TSP focused on multi-modal transportation needs for new projects planned in the next 20 years. The purpose of The Dalles 2019 Americans with Disabilities Act Transition Plan (ADA Plan) addendum is to focus on addressing the intent of TSP Goal 2. Accessibility and Connectivity by developing a transition schedule for eliminating existing physical barriers within transportation system right-of-ways as an integrated function of ongoing maintenance.

Federal Requirements and Guidelines

Title VI of the Civil Rights Act of 1964, [42 U.S.C. §200d-1]

Title VI prohibits discrimination based on race, color, or national origin in programs and activities receiving federal assistance.

Architectural Barriers Acts of 1968, [42 U.S.C. §§ 4151 et seq.]

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 [29 U.S.C. §794]

Section 504 prohibits discrimination against individuals with disabilities under any program or agency receiving federal financial assistance. The head of each such agency shall promulgate such regulations as may be necessary to carry out the amendments to this section made by the Rehabilitation, Comprehensive Services, and Development Disabilities Act of 1978.

Federal Highway Administration (FHWA) routinely provides federal assistance to state and local governments for the development of the transportation system.

Section 109 of Title I of the Housing and Community Development Act of 1974 [42 U.S.C. §5309]

Section 109 prohibits discrimination based on race, color, national origin, sex or religion in programs and activities receiving financial assistance from the U.S. Department of Housing and Urban Development's (HUD) Community Development and Block Grant Programs.

Americans with Disabilities Act of 1990 [42 U.S.C. §§ 12101 et seq.]

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

Title I: Employment

Title II: State and local government services

Title III: Public accommodations and commercial facilities

Title IV: Telecommunication services for the hearing-impaired and speech-impaired

Title V: Miscellaneous Provisions (e.g. provisions which apply to U.S. Equal Employment Opportunity Commission enforcement of Title I)

Title II of ADA pertains to the programs, activities and services public entities provide. The purpose of *28 CFR 35 Nondiscrimination on the basis of disability in state and local government* is to implement subtitle A of Title II of the American with Disabilities Act (ADA) of 1990. The Department of Labor provides technical assistance of the basics of compliance with Title II of the ADA. The U.S. Department of Transportation enforces regulations governing transit, which includes ensuring that recipients of federal aid and state and local entities responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in highway transportation programs or activities. Links to the Department of Labor webpages are provided for reference purposes throughout this section.

As a provider of public transportation services and programs, the City of The Dalles must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA and 28 CFR 35, Subpart B, Section 35.130 (a) provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity."

If structural changes to facilities are required to insure accessibility compliance, Title II of the ADA and 28 CFR 35, Subpart B, Section 35.130 (a) and requires that a public entity of 50 or more employees develop a transition plan. Under Title II, the City of The Dalles must meet these general requirements for existing facilities:

- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [[28 CFR 35, Subpart A, Section 35.107](#)].
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The

public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].

- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability ([28 C.F.R. Sec. 35.130 \(a\)](#)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result ([28 C.F.R. Sec. 35.130\(b\) \(7\)](#)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective ([28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)).
- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 C.F.R. Sec. 35.150](#)).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others ([29 C.F.R. Sec. 35.160\(a\)](#)).

State of Oregon Statute

Oregon Revised Statutes Chapter 447 - Standards and Specifications for Access by Persons with Disabilities (sections 447.210 to 447.310)

The construction standards for curbs on either side of any city street, county road, state highway, or any connecting street, road, or highway for which curbs and sidewalks have been prescribed by the governing body of the city or county or Department of Transportation require at least two (2) curb cuts or ramps per linear block located on or near the crosswalks at intersections. Each curb cut or ramp shall be at least 48 inches wide, where possible, and a minimum of 36 inches wide where 48 inches cannot be accommodated. The slope must not exceed a ratio of 1:12. For cases where a slope of 1:12 is not possible, a slope between 1:10 and 1:12 is allowed for a maximum rise of 6 inches and a slope between 1:8 and 1:10 is permitted for a maximum rise of 3 inches. The slope must never exceed 1:8.

The Dalles Municipal Code

Title 10 LAND USE AND DEVELOPMENT, Chapter 10.5 ZONE DISTRICT REGULATIONS

10.5.050.070 Design Standards—All Development

C. Pedestrian Walkways. Each developed site shall include pedestrian walkway(s) designed to connect buildings and other accessible site facilities clearly and directly to adjacent public street/sidewalk(s). Walkways shall meet City standards for sidewalk construction, and be the shortest practical distance between the main entry(ies) and the public right-of-way. If adjacent to parking where vehicles overhang the walkway, then the walkway shall be to the City standard plus 2 ½ feet in width for each side vehicles overhang. Walkways shall be distinguished from internal driveways and accessways using at-grade distinctive paving materials or other appropriate surfaces which contrast visually with adjoining surfaces. Walkways, including driveway and accessway crossings, shall be constructed and maintained for pedestrian safety, and shall meet the requirements of the Oregon Americans With Disabilities Act, the State of Oregon Structural Specialties Code, and the Oregon Revised Statutes.

10.5.060.050 Development Standards

CG General Commercial	Standard
Pedestrian Access	All building entrances shall have a clear pedestrian connection to the street/sidewalk in accordance with Section 10.5.060.060(C): Pedestrian Walkways.

10.5.060.060 Design Standards

C. Pedestrian Walkways. Each developed site shall include pedestrian walkway(s) designed to connect buildings and other accessible site facilities clearly and directly to adjacent public street/sidewalk(s). Walkways shall meet City standards for sidewalk construction, and be the shortest practical distance between the main entry(ies) and the public right-of-ways. If adjacent to parking where vehicles overhang the walkway, then the walkway shall be to the City standard plus 2 ½ feet in width for each side vehicles overhang. Walkways shall be distinguished from internal driveways and accessways using at-grade distinctive paving materials or other appropriate surfaces which contrast visually with adjoining surfaces. Walkways, including driveway and accessway crossings, shall be constructed and maintained for pedestrian safety, and shall meet the requirements of the Oregon Americans with Disabilities Act, the State of Oregon Structural Specialty Code, and the Oregon Revised Statutes.

10.5.090.050 Pedestrian Walkways

A. Applicability. Pedestrian walkways shall be provided in the I - Industrial zone district when both of the following occur:

1. An existing public sidewalk serves one or both sides of the street on which the use fronts.
2. The Oregon Americans with Disabilities Act requires an accessible connection between the use and the public right-of-way.

B. Walkway Standards. Where required, each developed site shall include pedestrian walkway(s) designed to connect buildings and other accessible site facilities clearly and directly to adjacent public street/sidewalk(s). Walkways shall meet City standards for sidewalk construction, and be the shortest practical distance between the main entry(ies) and the public right-of-way. If adjacent to parking where vehicles overhang the walkway, then the walkway shall be to the City standard plus 2 ½ feet in width for each side vehicles overhang. Walkways shall be distinguished from internal driveways and accessways using at-grade distinctive paving materials or other appropriate surfaces which contrast visually with adjoining surfaces. Walkways, including driveway and accessway crossings, shall be constructed and maintained for pedestrian safety, and shall meet the requirements of the Oregon Americans With Disabilities Act, the State of Oregon Structural Specialties Code, and the Oregon Revised Statutes.

National Cooperative Highway Research Program

The City developed the ADA Plan using report published by the National Academies of Sciences, Engineering and Medicine National Cooperative Highway Research Program; ADA Transition Plans: A Guide to Best Management Practices, May 2009.

The Dalles ADA Plan sections are organized according to the report recommendations:

- Name and contact information for the City official responsible for implementation
- A description of the compliance self-evaluation process which includes policies, practices and programs as well as field assessments of existing infrastructure.
- A list of existing physical barriers in City public right-of-ways that limit accessibility of individuals with disabilities.
- A detailed description of the methods to removed existing physical barriers.
- A schedule for taking steps to eliminate existing physical barriers. The schedule section includes a strategy to integrate projects into the Transportation Capital Improvement Plan (T-CIP).
- A record of the opportunity for public participation in plan development; especially community members with disabilities and other interested parties.

The Dalles ADA Plan also includes a proposed funding strategy to support implementation as well as a process to monitor progress and update the ADA plan accordingly.

The appendices in this document and ADA Plan Coordinator contact information will be updated on an as needed basis, while the main body of the document will be updated in 5 years (2024) with a future update schedule to be developed at that time. With each main body update, a public comment period will be initiated to continue the public involvement.

2. COMPLIANCE SELF-EVALUATION

Overview

The City of The Dalles is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies. The goal of the self-evaluation is to verify that, in implementing the City of The Dalles policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of pedestrian circulation route/pedestrian access routes (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the City rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Self-Evaluation Process

In May of 2018, the City of The Dalles Engineering Division attended a workshop on ADA Design and Regulation that was conducted by Oregon State University. The training included content on the human factors and ergonomics of vulnerable populations, street designs for accessible roadways and intersections, the Federal requirements for accessible rights of way and intersections, and the specific design standards and regulations of the State of Oregon.

As a result of this training, Engineering Services staff was equipped to review the City of The Dalles Policies, Practices and Programs for Accessibility and evaluate its compliance with Title II of the ADA.

From June to September of 2018, the Engineering staff conducted the self-evaluation of the City of The Dalles Policies, Practices and Programs for Accessibility. It was their conclusion that the ADA policy of the City needed to be expanded to more aggressively pursue the upgrading of the existing infrastructure to accommodate the accessibility needs of the population. While the City policy was to upgrade or add accessible features as part of capital improvement project, there needs to be more stand-alone accessibility projects to address the high number of barriers in the existing PCR/PAR.

The self-evaluation also revealed that the design standards and procedures for accessibility in rights of way and intersections did not properly take into account construction tolerances. This resulted in many as-constructed facilities improving accessibility greatly, but narrowly being out of compliance with the slope requirements of the ADA.

The final conclusion of the self-evaluation was that the City did not have an adequate policy in place for the routing of pedestrians, including handicapped, around or through areas of construction.

Policies, Practices and Programs

The City of The Dalles has set a goal to provide pedestrian accessibility for all of its citizens to the services provided by the City.

Policy

The City of The Dalles' goal is to provide accessible pedestrian design features as part of City capital improvement projects and in development projects within the limits of the City. To this end, the City has established new ADA design standards and procedures as outlined in Appendix C. The new standard drawings will include design slopes that are 0.5% flatter than ADA standard that will lead to as-constructed slopes to be within those allowed by the ADA standard. The City has implemented a revised permit system that includes Temporary Pedestrian Accessible Route Plans (TPARP) to be required on all right of way projects. These standards and procedures have been and will continue to be kept up-to-date with nationwide and local best management practices.

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by The Dalles Municipal Code and the Community Development Department.

Requests for accessibility improvements can be submitted to the City ADA Coordinator. An ADA Grievance/Sidewalk and Bicycle Facility Request Form has been created to alert the City of deficiencies and to request pedestrian facilities in the City right of way.

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Field Assessment

The study area for the TSP included all roadways within The Dalles Urban Growth Boundary (UGB). The study intersections were identified by City and ODOT staff as representing key intersections within the study area.

Based on the requirements of the *Oregon Transportation Planning Rule* (TPR), the study of roadways and intersections were generally limited to those with the highest classifications - collectors and arterials - as well as the Interstate. However, local street issues, such as street connectivity and safety are also discussed where appropriate.

In contrast, the ADA Plan development process included a field assessment of all PCR/PAR located in City right-of-ways within The Dalles city limits. The City does not have ownership

of PCR and PAR outside of city limits. Therefore, right-of-ways in The Dalles urban growth boundary (UGB) were excluded from the field assessment.

Trained personnel conducted field assessment September 2018 through January 2019.

City of The Dalles Engineering staff followed the established inspection procedure of the Oregon Department of Transportation for the inspection of Curb Ramps. Slope data was measured using SmartTool Levels (Models 92379 and 92346). Individual data forms were completed for each Curb Ramp inspected.

Field Assessment Summary

In September 2018, the City of The Dalles conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 91 miles of sidewalks
- 862 curb ramps
- 755 pedestrian crossings without ramps
- 9 miles of trails
- 9 traffic control signals

A detailed field assessment was conducted for all curb ramps in the inventory. Assessments of the sidewalks, trails, and control signals will be conducted in the future.

Field assessment details are included as Appendix A: Field Assessment. A map showing the results of the field assessment is also available on the City's website.

3. METHODS TO REMOVE EXISTING BARRIERS

Intersection Corners

Curb ramps or blended transitions will be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City Engineering staff.

Sidewalks / Trails

Sidewalks and trails will be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City Engineering staff.

Traffic Control Signals (Accessible pedestrian signal (APS) technologies)

Traffic control signals will be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City Engineering staff.

Bus Stops

Bus stops will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual bus stop locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of City Engineering staff.

Other Transit Facilities

Additional transit facilities are present within the limits of the City of The Dalles. Those facilities fall under the jurisdiction of Gorge TransLink. The City of The Dalles will work with Gorge TransLink to ensure that those facilities meet all appropriate accessibility standards.

Other

The City of The Dalles will update standards and practices as new assistive technologies are developed or new construction methods are adopted. However, emerging technology and methods will not be installed at areas previously upgraded under the 2019 ADA Plan until the initial inventory of non-compliant areas identified during the 2018 field assessment has been addressed.

4. SCHEDULE OF ADA TITLE II COMPLIANCE

Priority Areas

The City of The Dalles has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses such as schools, government offices and medical facilities, as well as from the receipt of public comments. The priority areas as identified in the 2018 self-evaluation are as follows in no particular order:

- Dry Hollow Elementary/Hospital
- Chenoweth School Complex
- The Dalles High School
- The Dalles Middle School
- St. Mary's School/Senior Center
- Colonel Wright Elementary School
- Sixth Street Commercial
- Bus and Transit Stops
- Downtown Business District
- Public Facility Areas (Courthouse, Library, State Office Building, Parks)

Priority areas around schools are based on existing facilities. Area may change with the completion of North Wasco County School District 21's Facility Masterplan.

Priority will be given to locations where no accessibility features are constructed over locations where sub-standard accessibility features are constructed.

Highest priority will be given to locations where improvement projects or street maintenance were completed after 2015 and accessibility features were not constructed or upgraded concurrently.

The City of The Dalles has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

- After 5 years, 100% of accessibility features required to be upgraded with improvement projects or street maintenance since 2015 would be ADA compliant (Requires approximately \$585,000).
- After 10 years, 15% of accessibility features within the priority areas identified would be ADA compliant (Requires approximately \$904,500).
- After 15 years, 30% of accessibility features within the priority areas identified would be ADA compliant (Requires approximately \$1,224,000).
- After 20 years, 50% of accessibility features within the priority areas identified would be ADA compliant (Requires approximately \$1,650,000).

Based upon this schedule, it is the City's goal to have 100% of accessibility features within the jurisdiction of City of The Dalles ADA compliant by the year 2081. (Requires approximately \$7,828,000).

Estimated costs are based on 2019 dollars and inflation was not taken into account.

Determination of Compliance Schedule

The City of The Dalles will utilize two methods for taking action to upgrade pedestrian facilities to the current ADA standards:

The first and most comprehensive of the two methods are scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards at the time of their construction.

The second method is an annual stand-alone sidewalk and ADA accessibility improvement project. Stand-alone projects will be incorporated into the Transportation Capital Improvement Program (T-CIP) on a case by case basis as determined by the City of The Dalles staff. There will be at least one sidewalk and ADA accessibility improvement project included in each year's budget. These projects will most likely include multiple improvement locations under one project to use construction dollars more efficiently.

5. PUBLIC INVOLVEMENT

The rigorous public participation in the recent development of the 2017 Transportation System Plan (TSP) provided a comprehensive list of interested parties. The City of The Dalles leveraged previous outreach efforts to inform initial development of the 2019 Dalles 2019 Americans with Disabilities Act Transition Plan (ADA Plan).

2017 Transportation System Plan Technical Advisory Committee

The Transportation System Plan (TSP) development process was guided by a Technical Advisory Committee (TAC) and a Public Advisory Committee (PAC). Both committees were comprised of key stakeholder agencies and other community representatives. The TAC and PAC were responsible for reviewing the technical aspects of the TSP and providing input to represent various organizations and community groups. The TAC and PAC reviewed several memoranda and convened at a total of five TAC/PAC meetings during the process of developing the TSP. The TAC and PAC meetings focused on all aspects of the TSP development including the review and presentation of existing deficiencies and forecast needs; alternative development; a preferred transportation and funding plan; and, recommended code amendments.

In addition to the established advisory committees, two public meetings were held at key junctures in the process to obtain public comment regarding transportation concerns, future transportation improvement projects, programs, pilot projects, policies, and future studies, and respective priorities of these plan elements. Comments were addressed in the alternatives analysis and final plan development. Finally, the draft plans were presented and discussed with the City Planning Commission and Council at a joint work session and at public hearings.

2019 ADA Plan Development Outreach

A formal advisory committee was not convened due to recent rigorous outreach efforts with the 2017 Transportation System Plan. Instead, previous TAC/PAC committee members were given an opportunity for review and comment. Suggestions from former committee members were incorporated into the public draft before a formal public meeting was held. Surveys were distributed and feedback solicited at ten facilities that serve individuals with disabilities. Finally, the draft plans were presented and discussed with the City Council at a public hearing. Appendix B: Public Involvement provides details about outreach efforts.

Ongoing Public Involvement - Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of the City of The Dalles public notice is provided in Appendix B: Public Involvement. If users of the City of The Dalles facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the City has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. The grievance procedure is outlined in Appendix B: Public Involvement.

6. Funding Strategy

The Public Works Department mission is to be responsive to our customers, to do our best work safely and efficiently, and to build foundations for the future for the benefit of the community (including individuals with disabilities). Based on the results of the self-evaluation, the estimated cost associated with providing ADA Curb Ramps within The Dalles city limits is \$7,828,000. This amount represents a significant investment that the City of The Dalles is committed to making for the benefit of our community in the upcoming years.

Unit Price Estimates (2019)

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2019 costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project. Costs are in 2019 dollars and inflation was not considered in cost projections.

- Intersection corner ADA improvement retrofit: +/- \$2,500 per ramp
- Intersection corner ADA improvement as part of adjacent capital project: +/- \$2,000 per ramp
- Traffic control signal Audible Pedestrian Signal (APS) upgrade retrofit: +/- \$15,000
- Traffic control signal Audible Pedestrian Signal (APS) upgrade as part of full traffic control signal installation: +/- \$10,000

Funding Strategy

The Street Fund (Fund 005-0500) is a dedicated fund used for the operation and maintenance of the City transportation systems. Historically, the fund's primary sources of revenue have been the Oregon State Motor Vehicle Fund and a local 3-cent gas tax.

The following is a funding strategy and budget proposal for ADA Curb Ramp construction that is under consideration:

- 2019/20 Fiscal Year - \$100,000 - approximately 40 ramps
- 2020/21 Fiscal Year - \$125,000 - approximately 50 ramps
- 2021/22 Fiscal Year - \$125,000 - approximately 50 ramps
- 2022/23 Fiscal Year - \$125,000 - approximately 50 ramps
- 2023/24 Fiscal Year - \$125,000 - approximately 50 ramps

In 2024/25 Fiscal Year the budget for ADA Curb Ramp Construction would be re-evaluated to determine if funding levels would need to be increased to meet the timeline for ADA Improvements outline in this ADA Transition Plan.

APPENDIX A: FIELD ASSESSMENT

The initial self-evaluation of pedestrian facilities (as of February 2019) yielded the following results:

- 66% of streets have sidewalks on at least one side
- Less than 1% of crossing locations have curb ramps meeting accessibility criteria (4 Ramps)
- 53% of crossing locations have curb ramps not meeting accessibility criteria (858 Ramps)
- 47% of crossing locations did not have any curb ramps (755 Ramps)
- 44% of traffic control signals had accessible pedestrian signal (APS) technologies

Evaluations of sidewalks, trails, and traffic control signals will be conducted in the future. A significant amount of time and resources would need to be dedicated to complete the evaluation in the short term. By extending the time frame of the evaluation of sidewalks, trails, and traffic control signals, the City will be able to focus more time and resources to the design and construction of either new or upgraded curb ramps.

Priority Areas

Based on the results of the self-evaluation, the estimated costs (in 2019 dollars) associated with eliminating accessibility barriers within the targeted priority areas is as follows:

- Dry Hollow Elementary/Hospital - \$120,000
- Chenoweth School Complex - \$115,000
- The Dalles High School - \$150,000
- The Dalles Middle School - \$150,000
- St. Mary's/Senior Center - \$55,000
- Colonel Wright Elementary School - \$120,000
- Sixth Street Commercial - \$265,000
- Downtown Business District - \$530,000
- Bus and Transit Stops - \$80,000
- Public Facility Areas (Courthouse, Library, State Office Building, Parks) - \$510,000

APPENDIX B: PUBLIC INVOLVEMENT

As part of the ADA requirements the City/County has posted the following notice on the City website outlining its ADA requirements:

Public Notice

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, the City of The Dalles will not discriminate against qualified individuals with disabilities on the basis of disability in 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 City Manager 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.

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.

2019 ADA Plan Development Outreach

Public outreach for this 2019 ADA Transition Plan used information gathered during the rigorous outreach efforts that were conducted for the 2017 Transportation System Plan. The Transportation System Plan (TSP) development process was guided by a Technical Advisory Committee (TAC) and a Public Advisory Committee (PAC). Both committees were comprised of key stakeholder agencies and other community representatives. The TAC and PAC were responsible for reviewing the technical aspects of the TSP and providing input to represent various organizations and community groups.

Former members of the previous TAC/PAC committee members were given a copy of the initial draft of this document to review. The TAC/PAC committee was reconvened to discuss suggested changes. Staff then compiled a TAC/PAC feedback matrix with staff recommendations with rationale for suggested changes that were rejected. Staff then incorporated recommendations that were accepted into the public comment draft of this document.

The public comment draft was then made available from April 23 to May 22, 2019. The Public Works Department sent out a press release directing interested parties to the City website and two sites where a paper copy of the plan was made available. Outreach efforts included:

- Posted the plan on the City's website with fact sheet and survey feedback form.
- Provided informational business cards at City Hall utility payment windows
- Provided three paper copies of the draft plan with fact sheet and paper survey at the following locations:
 - Mid-Columbia Senior Center
 - The Dalles Public Library
- Made paper copies, fact sheet and paper survey forms (that included the City website location of the full draft plan) available at the following locations:
 - Oregon Veterans Home
 - Flagstone Senior Living
 - The Dalles Health and Rehabilitation Center
 - The Springs at Mill Creek
 - Mill Creek Point Assisted Living
 - Columbia Basin Care
 - Carolyn's Adult Home
 - Nightingale Care Homes

Comments and suggestions from the public review were gathered and evaluated. A final draft of the 2019 ADA Transition Plan was then created.

The final draft of the 2019 ADA Transition Plan was then presented to the City Council for adoption. This document will be updated and revised every 5 years to include on-going self-evaluation and policy updates and to track progress.

Ongoing Public Involvement - Grievance Procedure

Those wishing to file a formal written grievance with the City of The Dalles may do so by one of the following methods:

Internet

Visit the City of The Dalles Engineering Services webpage at www.thedalles.org/engineering click the link to the ADA Grievance Form. Fill in the online form and click "submit." A copy of The ADA Grievance Form is included at the end of this Appendix.

Telephone

Contact the ADA Plan Coordinator by telephone. The Coordinator will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

Paper Submittal

Contact the ADA Plan Coordinator to request a fillable pdf or paper copy of the ADA Grievance Form, complete the form, and submit it to the ADA Plan Coordinator. The Coordinator will then utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

The ADA Grievance Form will ask for the following information:

- The name, address, telephone number, and email address for the person filing the grievance
- The name, address, telephone number, and email address for the person alleging an ADA violation (if different than the person filing the grievance)
- A description and location of the alleged violation and the nature of a remedy sought, if known by the complainant.
- If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the name of the agency or court where the complainant filed it and the filing date.

The City will acknowledge receipt of the grievance to the complainant within 10 working days of its submittal. City will also provide to the complainant within 10 working days of its submittal; 1) a response or resolution to the grievance or; 2) information on when the complainant can expect a response or resolution to the grievance.

If the grievance filed does not concern a City of The Dalles facility, the City will work with the complainant to contact the agency that has jurisdiction.

3. Within 60 calendar days of receipt, a City of The Dalles staff person will conduct an investigation necessary to determine the validity of the alleged violation. As a part of the investigation, the staff person would conduct an engineering study to help determine the City's response. The staff person will take advantage of department resources and use

engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City will document each resolution of a filed grievance and retain such documentation in the department's ADA Grievance File for a period of seven years.

The City will consider all specific grievances within its particular context or setting. Furthermore, the City will consider many varying circumstances including:

- The nature of the access to services, programs, or facilities at issue;
- The specific nature of the disability;
- The essential eligibility requirements for participation;
- The health and safety of others; and
- The degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to the City of The Dalles.

Accordingly, the resolution by the City of The Dalles of any one grievance does not constitute a precedent upon which the county is bound or upon which other complaining parties may rely.

File Maintenance

The City shall maintain ADA grievance files for a period of seven years.

Complaints of Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice

Civil Rights Division

950 Pennsylvania Avenue, N.W.
Disability Rights Section - NYAV
Washington, D.C. 20530

www.ada.gov

(800) 514-0301 (voice - toll free)

(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

ADA Grievance/Sidewalk and Bicycle Facility Request for Service Form

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ADA GRIEVANCE/SIDEWALK AND BICYCLE FACILITY REQUEST FOR SERVICE FORM

Request Type: ☐ ADA Grievance ☐ Sidewalk Repair/Installation ☐ Bicycle Facility

Scope of Request:

- A Sidewalk Repair/Installation or Bicycle facility request may be filled out by anyone who believes there is a significant gap in the pedestrian and bicycle facilities in the public right-of-way within the City of The Dalles.
- ADA Grievance requests may be filled out by anyone who alleges noncompliance with the Americans with Disabilities Act accessibility standards in the public right-of-way within the City of The Dalles. ADA Grievance requests will follow the process outlined in the City of The Dalles ADA Transition Plan. The City of The Dalles ADA Transition Plan is available from the City of The Dalles Engineering Division at the Public Works Office.

Additional Information and Assistance

For more information on how to file a request, or if you need assistance filling out this form, please contact the City of The Dalles Engineering Division:

Phone: (541) 296-5401 Email: mbosse@ci.the-dalles.or.us

Please complete the entire form

Applicant Information

Name: _____

Address: _____

City/State/Zip: _____

Phone Number: _____

Email Address: _____

Person(s) affected by noncompliance (if other than applicant)

Name: _____

Address: _____

City/State/Zip: _____

Phone Number: _____

Email Address: _____

Are you willing to be contacted regarding this request? ☐ Yes ☐ No

Please provide your preferred method for communications concerning this request:

☐ Mail ☐ Email ☐ Phone ☐ Other (Specify) _____

Location of Facility and Issue: _____
Include specific information, IE: address, street name, and/or nearest intersection.

Describe the facility and issue or alleged noncompliance based on accessibility that is desired to be corrected. Explain the nature of the issue (ramp, barrier, state of disrepair, missing sidewalk, etc.)
If more space is needed, attach an additional sheet of paper.

Please sign below. You may attach any additional materials that you think are relevant to your request.

Applicant
Signature _____ Date _____

Submit form and any additional information to:

City of The Dalles Public Works
ATTN: ADA Coordinator
1215 West First Street
The Dalles, OR 97058
Telephone: (541) 296-5401
Email: mbosse@ci.the-dalles.or.us

CITY USE ONLY

ADA File # _____

Action	By	Date
Received		
Reviewed		
Response		
Resolution		

APPENDIX C: ADA Design Standards and Procedures

The City self-evaluation of its current transportation infrastructure policies, practices, and programs highlighted three main areas that needed to be addressed to improve the accessibility of the City.

This first area that was addressed is the ADA policy of the City. While the policy addressed constructing new ADA facilities as part of new developments and capital improvement projects, the policy did not address upgrading existing facilities beyond possibly including the upgrades in capital improvement projects. The policy of the City is to now aggressively pursue construction of new ADA facilities and upgrading deficient facilities not only in new developments and capital improvement projects, but to create an annual ADA Accessibility Project.

The annual ADA Accessibility Project will focus on the construction or upgrade of ADA curb ramps outside the scope of other capital improvement projects. Each year a number of intersection corners will be selected in a particular area for the work. By selecting a number of corners in the same area, the City will be able to bring that area's curb ramps up to current standards. The selection of multiple corners in the same area should also lower mobilization and traffic control costs for the project as opposed to doing a lesser number of corners or in multiple areas of the City.

The second area that was addressed is the City Design Standards for Construction. The City has created Standard Specifications and Drawings for Construction based on the Oregon Department of Transportation's Standard Specifications for Construction and Standard Drawings with some modifications. While these standards properly addressed ADA standards set forward by the 2010 ADA Standards for Accessible Design, they did not take into account the construction tolerances needed in working with concrete and other materials. The result was far too many ramps that were designed correctly, formed and inspected properly, but built with slopes exceeding the maximum allowed.

In response to this, the City has updated the Standard Drawings to lower the design slopes by at least 0.5% while maintaining the maximum slopes at those allowed by the 2010 ADA Standards for Accessible Design. The City has also altered the inspection practice in the construction of sidewalks, drive approaches and curb ramps. Previously, inspections focused on the site preparation and formwork meeting the design requirements. The inspection will now focus on the finished product instead of the formwork. All facilities not meeting slope and width standards after construction will be removed and reconstructed by the party responsible for the construction. This should eliminate new ADA facilities not meeting the requirements of accessible design. The City updated the Curb/Sidewalk/Drive Approach Permit to include the appropriate updated Standard Specifications and Drawings. The permit was also revised to include an Acknowledgement of Applicant Responsibility to ensure applicants are aware of the changes in policy and practice. A copy of the new permit form has been included at the end of this Appendix.

In order to simplify the decisions made in the design process of sidewalks, driveways and street maintenance, the City has obtained an ADA Decision Matrix based on a model created by Snohomish County, Washington. The ADA Decision Matrix gives design guidance for the alteration of pedestrian facilities. The Matrix will help designers, property owners, and contractors see what pedestrian facilities and upgrades are required for the type of work they are proposing. A copy of this document is included at the end of this Appendix.

The final area that was addressed is the routing of pedestrians, including handicapped, around or through the areas of construction. The City has updated the Street and Sidewalk Closure Policy to require that, in addition to a Traffic Control Plan, any entity closing or altering a PCR/PAR is required to have a Temporary Pedestrian Accessible Route Plan (TPARP). The TPARP will include an accessible route for pedestrians, including handicapped, around or through the area of construction. The City has issued a technical memorandum on TPARP which has been included at the end of this Appendix. The route will be properly signed, delineated and constructed to meet the required widths, slopes and conditions for such a route. The City updated the Street/Sidewalk Closure Permit and policy to reflect the new requirements. A copy of the new permit form has been included at the end of this Appendix.

Curb/Sidewalk/Drive Approach Permit

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**CITY of THE DALLES**313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 Ext. 1125

\$15.00 FEE (In advance)

CURB/SIDEWALK/DRIVE APPROACH PERMIT

******This permit is void if the work is not completed within 60 days********Please complete the entire form**

Applicant Name: _____ Phone: _____

Site Address: _____ or,

Township _____ N, Range _____ E, Section _____, Tax Lot # _____ The Dalles, Oregon.

I hereby apply for a permit to construct a: ☐ Curb ☐ Sidewalk ☐ Drive Approach ☐ Curb Ramp

I am:

- ☐ The Property Owner doing my own work (For Curb and Sidewalk in-fill only).
- ☐ A Licensed Contractor. Construction Contractor Board (CCB) # _____ Expires _____
- ☐ The Property Owner hiring a Licensed Contractor. CCB # _____ Expires _____

Applicant must provide a sketch of the property with cross streets and location of proposed improvement area with dimensions of improvements and setbacks from property lines.**For non-infill Curb and Sidewalk construction and all Curb Ramp construction, permittee shall have plans prepared by a licensed Oregon Professional Engineer (P.E.) and submit them to the Engineering Division at Public Works for review and approval before installation of concrete improvements.****Grades shall be field staked for construction by permittee using a qualified engineer/surveyor in locations without existing curb and/or sidewalk.**

- ☐ Infill Curb and Sidewalk: Using grade line established by existing curb and/or sidewalk.
- ☐ Altering Existing Sidewalk/Curb Grade: Submit Engineered Plans for review and/or approval
- ☐ No Existing Curb or Sidewalk: Submit Engineered Plans for review and/or approval to establish grade
- ☐ Curb Ramp: Design Engineer to obtain ADA Curb Ramp Checklist from Engineering Division at Public Works by emailing mbosse@ci.the-dalles.or.us. Submit Engineered Plans for review and/or approval to establish grade

GENERAL REQUIREMENTS:

- Standard curb must be formed the entire face depth which requires saw cutting, removing and replacing the asphalt. Asphalt replaced should be a minimum of 2" wider than the approved compaction device.
- Bottom of curb cut (end of wings/throat) must be a minimum of 5' from property line.
- Minimum of 2" of $\frac{3}{4}$ -minus compacted aggregate (watered)
- Contact Construction Inspector 48 hours in advance of the need for a Pre-Pour Conference.
Contact: mobile (541) 288-6386
- No monolithic pours are allowed unless prior approval from City Engineer or their designee.
- All curbing and sidewalks installed in the Right-of-Way shall be free of cracks or damage. If cracking or damage occurs concrete will be replaced at contractor/property owner's expense.
- A Sidewalk/Street Closure Permit will be required for all work within City Right of Way.

ACKNOWLEDGEMENT OF APPLICANT RESPONSIBILITY

I will construct a Curb/Sidewalk/Drive Approach/Curb Ramp according to the latest edition of The Dalles Standard Specifications and Drawings, of which I acknowledge receipt. (The latest edition of Section 00759 of the City of The Dalles Standard Specifications and appropriate Standard Drawings will be provided with the permit). I also understand that all constructed improvements not meeting the specified dimensions and slopes, when inspected by City Inspector after construction, shall be removed and reconstructed at no cost to the City.

Applicant

Signature _____ Date _____

Owner Signature (if different than applicant): _____ Date: _____

Print Name: _____

For City Use Only

Zone District/Overlay _____ Street Classification _____ Posted Speed _____

Right-of-Way Planner _____ Date: _____

ADA Coordinator Approval _____ Date: _____

ADA File # _____

Final Inspection Approval: _____ Date: _____



SIDEWALK/STREET CLOSURE PERMIT

This application must be submitted at least five (5) days prior to the proposed sidewalk/street closure date. Applications may be submitted in person or mailed to the Public Works office at the address above or emailed to Jcorbin@ci.the-dalles.or.us. Applicant agrees to comply with the provisions of the Charter, Ordinances, and Resolutions of the City of The Dalles pertaining to such closures; and with the instructions and requirements as listed below.

Please complete the entire form

Applicant Name: _____

Date: _____

Address: _____

Phone: _____

Contact Person _____

Phone: _____

Email Address: _____

Cell: _____

Type of Closure: ☐ Street - Attach Traffic Control Plan

☐ Sidewalk – Attach Temporary Pedestrian Accessible Route Plan

Location of Closure: _____

Date of Closure: From (Date/Time) _____ to (Date/Time) _____

Reason for Closure: _____

INSTRUCTIONS/REQUIREMENTS: (To be completed by issuing agency)

- Applicant must provide a Traffic Control Plan (TCP) for approval for all Street Closures. Traffic Control Plan should show proposed detour routes, signs, barricades, and traffic control devices.
- Applicant must provide a Temporary Pedestrian Accessible Route Plan (TPARP) for approval for all Sidewalk Closures. TPARP should show proposed accessible pedestrian detours, signs, barricades, and pedestrian delineation devices.
- Applicant **must** notify Central Dispatch at the time of street closing and reopening. (541-298-5507)
- Applicant **must** notify adjacent property/business owners prior to closure.

☐ _____

☐ _____

☐ _____

THIS PERMIT WILL BE CONSIDERED A PUBLIC DOCUMENT. ALL INFORMATION SUBMITTED WILL BE ACCESSIBLE TO THE PUBLIC, IN ITS ENTIRETY, ON THE CITY'S WEBSITE.

ACKNOWLEDGEMENT OF APPLICANT RESPONSIBILITY

The undersigned agrees to defend, indemnify and hold the City of The Dalles, its officers, agents and employees, harmless from and against all claims, liabilities, demands, damages and actions, of whatever form or nature, including but not limited to property damage, pedestrian accessibility, personal injury and death, together with costs and attorney fees incurred in defense thereof, arising from or relating in any way to the street or sidewalk closure authorized by this permit and the undersigned's activities in connection with this permit. If required as a condition of this permit, the undersigned shall name the City of The Dalles as additional insured and shall provide the City with a Certificate of such insurance that shall provide, among other things, that the policy may not be cancelled without prior notice to the City.

Failure of the applicant to meet the requirements of this permit, including following of the Traffic Control Plan and/or Temporary Pedestrian Accessible Route Plan, will result in a Stop Work Order and possible revocation of the permit.

I understand and agree to the terms of this Sidewalk/Street Closure Permit.

Applicant

Signature _____ Date _____

THIS PERMIT IS:

☐ **APPROVED AND EXPIRES ON** _____

☐ **DENIED FOR FOLLOWING REASON:** _____

CITY USE ONLY

Authorized by: _____ **Title:** _____

ROUTING ORDER – PLEASE EXPEDITE

Department	Approval	Date
Public Works – Transportation (Street Closures)		
Public Works – ADA Coordinator (Sidewalk Closures)		
Police Department (Street Closures)		
City Manager (Street Closures)		

Public Works to Notify Applicant of final decision



City of The Dalles
Public Works Department
1215 West 1st ST.
The Dalles, OR 97058
(541)296-5401
Fax: (541)296-4346

TECHNICAL MEMORANDUM

To: Contractors and Property Owners Working Within City Right of Way
Engineers Designing Projects within City Right of Way
Public Works Managers and Field Crews
Jill Hoyenga, Regulatory Compliance Officer

From: Michael H. Bosse P.E., ADA Coordinator

Date: October 23, 2018

Temporary Pedestrian Accessible Route Plans Required for Work/Closure Areas

PURPOSE

The purpose of this Technical Memorandum is to inform those responsible for the design and implementation of work/closure zones of their obligations to include Temporary Pedestrian Accessible Routes (TPAR). If pedestrians could travel through the area before the work/closure zone is put in place, pedestrians, including people with disabilities, **must** be able to travel through or around the area once the work/closure zone is in place. This requirement applies regardless of the type of facility or whether the facility has pedestrian features such as sidewalks. Temporary pedestrian routes through or around the work zone must be equivalent to or better than what existed for use before the work zone.

This obligation applies to all work/closure zones within City Right of Way regardless of size, scope, entity performing work, or funding source.

Failure to create and adhere to an approved TPAR will result in a Stop Work Order and possible revocation of permission to work in the City Right of Way.

GUIDANCE

Americans with Disability Act (ADA) Regulations, the Manual of Uniform Traffic Control Devices (MUTCD) and City of The Dalles ADA policy, including the draft ADA Transition Plan require the City to assure that all work/closure zones accommodate pedestrians, including people with disabilities through or around the work/closure zone if they could traverse that segment of right of way before the work/closure zone was established.

Every work/closure zone currently requires some level of Traffic Control Plan (TCP). Each TCP should be appropriately scaled to fit the complexity of the work and duration of the work zone. For example, on a more complex project, the TCP requirement could be met by including Temporary Traffic Control sheets in the project plan set that cover specific work locations and details. For a less complex project, the TCP could be more generic, with only the inclusion of standard drawings in the plans or permit application. TCPs are now required to include a separate component to address pedestrians, including people with disabilities, to assure access through or around the work/closure zone on routes equivalent to or better than the routes that existed before the work/closure zone is implemented.

Traffic Control Plans for Street Closures will still be routed, with the revised permit form (dated 9/27/2018), for review and approval through the City of The Dalles Transportation Manager, Police Department and City Manager as in the past.

Temporary Pedestrian Accessible Route Plans for Sidewalk Closures will be routed, with the most current permit form, through only the ADA Coordinator for review and approval.

DEFINITIONS

Traffic Control Plans (TCP) – A written and drawn plan for providing the safe and efficient movement of public traffic through or around a work/closure zone while protecting workers, incident responders, and equipment.

Temporary Pedestrian Accessible Route (TPAR) – An individual route within or around the work/closure zone, marked by appropriate signing, delineation and traffic control devices, for the use of pedestrians, including people with disabilities, to navigate through and around the work/closure area, as appropriate. TPAR's are specific to locations and changing situations within the overall work/closure area, and provide routes equivalent to or better than the routes used prior to the work/closure zone. One or more TPAR are typically included as part of the traffic control plan for complex projects and those in locations with known pedestrian traffic.

Temporary Pedestrian Accessible Route Plan (TPARP) – The overall plan developed by the contractor, property owner, or engineer to assure that if pedestrians, including people with disabilities, could travel through the area before the work/closure zone is put into place, they are able to travel through or around the area once the work/closure zone is in place on routes equivalent to or better than what was available before the work/closure zone was in place. The components of TPARP's are scalable to be appropriate for the complexity, location, duration and expectation of the presence of pedestrians, including people with disabilities in the work zone.

- A. The TPARP, for work/closure zones where pedestrians including people with disabilities are unlikely to be present or known to be only infrequently present or the work/closure zone is of a very short duration, may consist of as little as a written plan

of a paragraph or more, if appropriate, that describes how the contractor/work forces will be aware of and assist pedestrians, including people with disabilities, through and around the work/closure zone.

- i) When it is City forces working within the work/closure zone, the TPARP will direct the City forces to develop and implement how they will provide pedestrian access through or around the work/closure zone in ways equivalent to or better than what existed without the work/closure zone.
 - ii) When it is a non-City forces using the work/closure zone, the TPARP will direct the forces to develop and implement how they will provide pedestrian access through or around the work/closure zone in ways equivalent to or better than what existed without the work/closure zone.
- B. The TPARP, for projects in residential areas with known pedestrian activity including people with disabilities, may consist of a brief plan with drawings that describes the measures that will be taken to construct/delineate a Temporary Pedestrian Accessible Route through and around the work/closure zone. This plan should include at least the following:
 - i) A drawing showing the location of the work/closure zone and the Temporary Pedestrian Accessible Route (TPAR) that will be used during the duration of the project.
 - ii) A description of the type of work/activity being done and the expected duration of the need for the TPAR.
 - iii) A short explanation of the type of TPAR to be provided. This explanation can include a copy of City Standard Drawing TM844 marked to show which type of TPAR will be used and where the signs/barricades will be located.
 - iv) An inventory of the number and type of all signs and barricades to be required to implement the TPARP.
 - v) A short explanation of how adjacent property owners will be notified of the work/closure zone and the measures that will be taken to provide access.
- C. The TPARP for projects in areas of known medium to heavy pedestrian activity, including commercial areas, areas near schools and areas near medical facilities, need to be more extensive and generally consist of the following:
 - i) Outreach to the community during project development to provide information of the upcoming project and work/closure zones that may impact pedestrian traffic

and to learn of any special or unique needs to be considered for people with disabilities in the development of Temporary Pedestrian Accessible Routes.

- ii) Development of appropriate plans and details as part of the Traffic Control Plans that assure implementation and ongoing management of TPAR's that provide clearly marked and maintained routes for pedestrians, including people with disabilities, that are equivalent to or better than what existed before the work/closure zone was in place.
- iii) Before and during the project, provide advance notice to the public, including persons with disabilities, of establishment of work/closure zones and changes to TPAR within the work zones.

RESOURCES

Additional resources will continue to be developed. Specific details for the development of TPARP and individual TPAR for work/closure zones in the City Right of Way have been attached to this memorandum.

Contact the City ADA Coordinator for additional information and assistance regarding Temporary Pedestrian Accessible Route Plans and individual Temporary Pedestrian Accessible Routes.

Michael H. Bosse, P.E. – City of The Dalles ADA Coordinator
mbosse@ci.the-dalles.or.us – (541) 296-5401

This Technical Memorandum was created based on the Oregon Department of Transportation's Technical Services Directive TSB17-01(D).

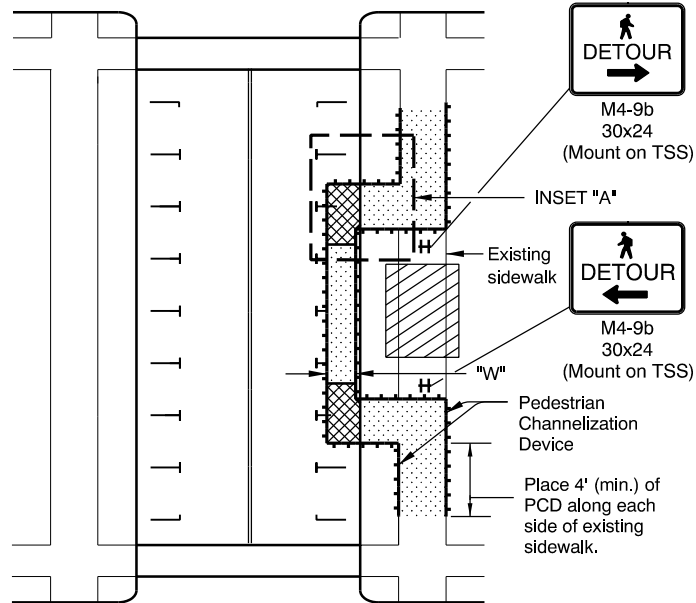


CITY OF THE DALLES

TEMPORARY PEDESTRIAN ACCESSIBLE ROUTE STANDARD DETAILS

01-JUL-2017

TM844



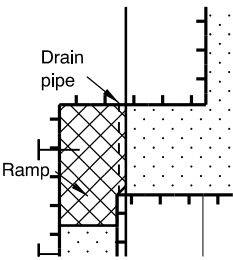
WITHIN ROADWAY SIDEWALK DIVERSION

NOTES:

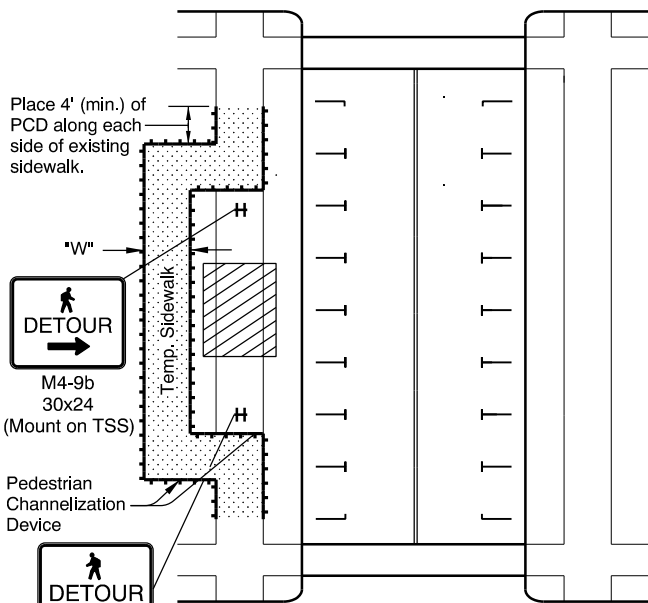
- Place or construct temp. sidewalk ramp, as needed.
- For roadways with a pre-construction posted speed of 40 mph or less.
- See inset "A" for Temp. Sidewalk Ramp details.
- "W" = 60", or, where 60" width cannot be maintained through the entire route, provide 48" min. width with 60" x 60" passing spaces every 200 ft.
- Use temporary ADA compliant surfaces to cross planter strips or other non-traversable surfaces.

NOTES:

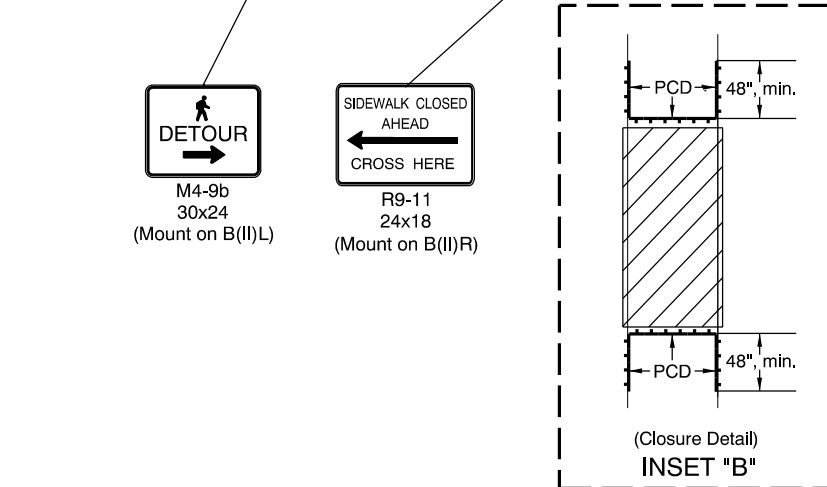
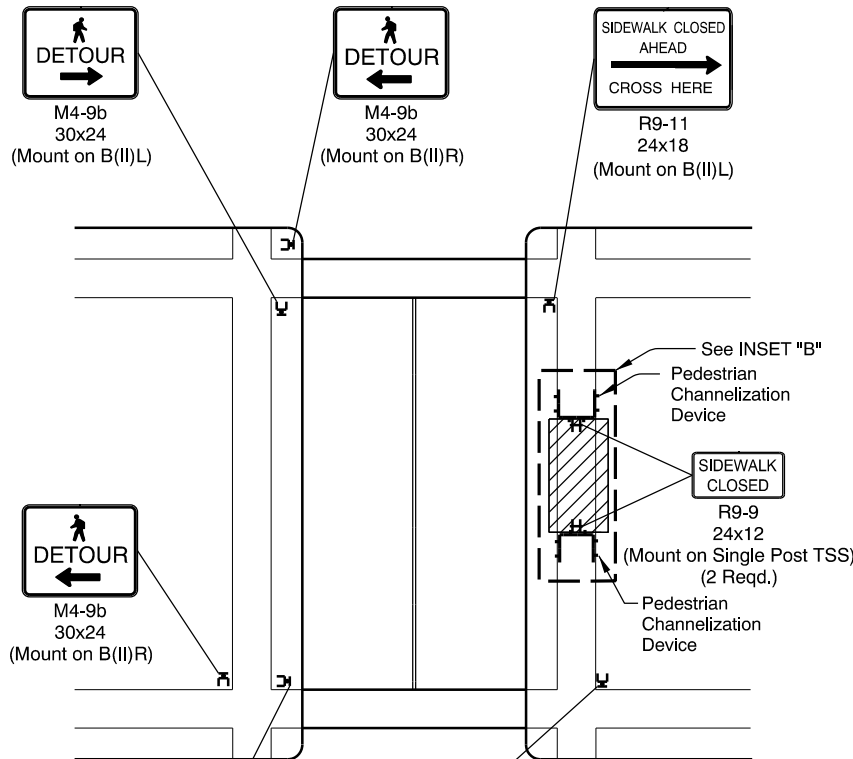
- Ramp size will vary. Ramp must meet ADA requirements incl. max grade of 7.5% and max cross slope of 2%.



INSET "A"



ADDITIONAL RIGHT OF WAY SIDEWALK DIVERSION



SIDEWALK CLOSURE, MIDBLOCK

GENERAL NOTES FOR ALL DETAILS:

- When closing or relocating crosswalks or other pedestrian facilities provide ADA compliant facilities. Include accessibility features consistent with existing pedestrian facilities by providing adequate slope transitions and surfacing.
- Provide non-slip, 60 inch minimum wide surface through entire pedestrian route. If not possible, provide 48" min. width with 60" x 60" passing spaces every 200 feet along the route.
- Only TCD for pedestrians are shown. Other devices may be necessary to control vehicular traffic.
- Stage work, as necessary, to provide a temporary pedestrian access route at all times. For roadways with no available detours, maintain one open sidewalk at all times.
- Minimize pedestrian out-of-direction travel.



UNDER PEDESTRIAN TRAFFIC

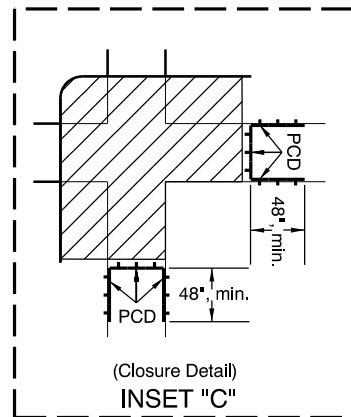
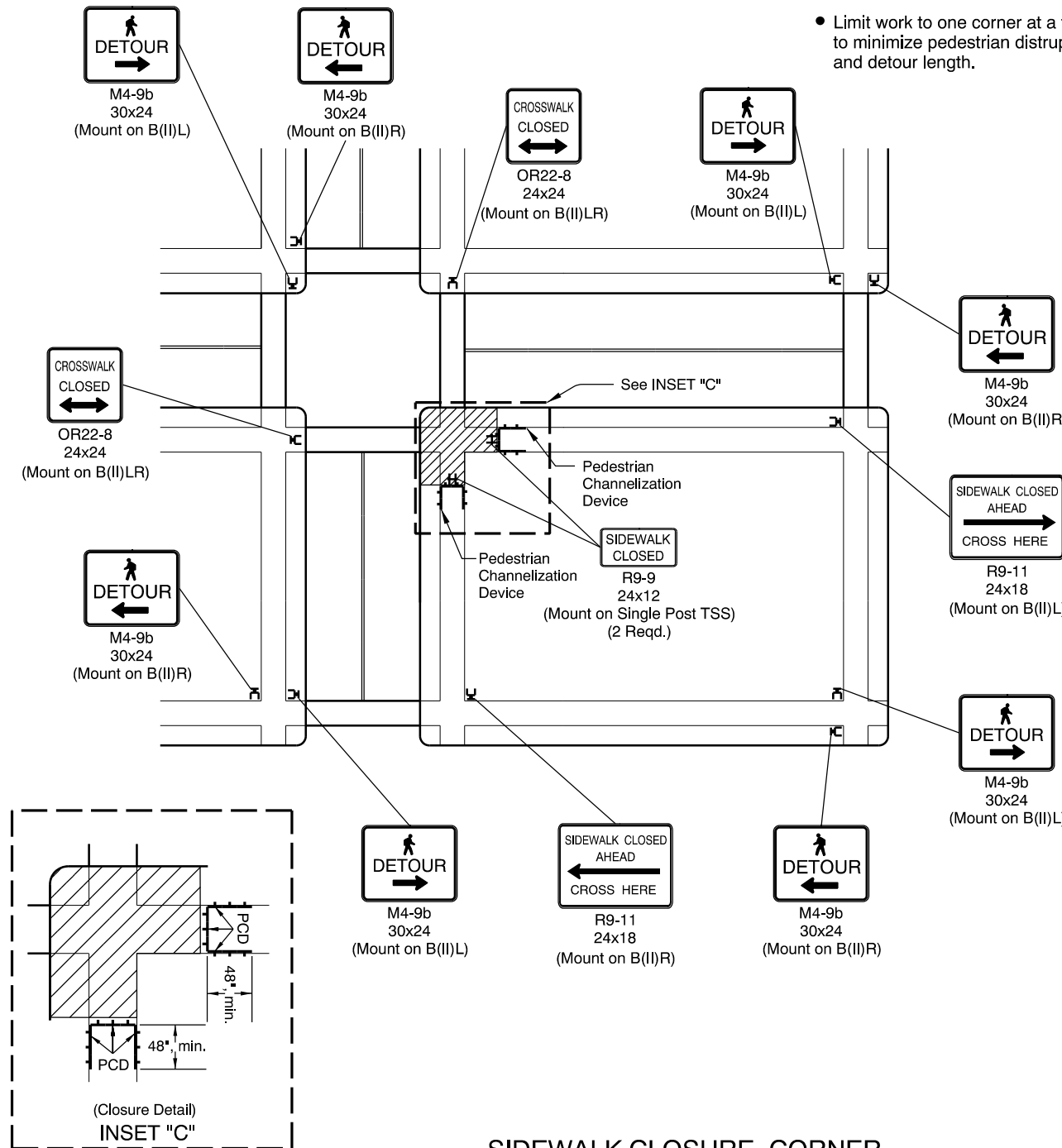


UNDER CONSTRUCTION



PEDESTRIAN CHANNELIZATION DEVICE

To be accompanied by Drg. Nos. TM820 & TM821



SIDEWALK CLOSURE, CORNER

NOTE:

- Limit work to one corner at a time to minimize pedestrian disruption and detour length.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications

CITY OF THE DALLES STANDARD DRAWING

TEMPORARY PEDESTRIAN ACCESS ROUTING

2018

DATE	REVISION	DESCRIPTION

TM844

Section 00759 - Miscellaneous Portland Cement Concrete Structures

Description

00759.00 Scope - This Work consists of furnishing, placing and finishing Commercial Grade Concrete curbs, islands, traffic separators, driveways, walks, monolithic curb and sidewalks, miscellaneous surfaces, and stairs and furnishing and installing metal handrail in close conformity to the lines, grades and dimensions shown or established. The Commercial Grade Concrete items in this Section will be collectively referred to as "Structures".

This Work consists of removing existing concrete sidewalk, curbs, and curb ramps, and constructing new Portland cement concrete curb ramps with curbs.

00759.01 Terminology – According to 00110.05(a), for the purposes of this Contract, the terms “sidewalk ramp” and “sidewalk ramps” shall respectively refer to and shall be read to mean “curb ramp” and “curb ramps”.

00759.02 Required Submittals – Before the preplacement conference, submit the following:

(a) Working Drawings – Before the preplacement conference, submit six copies of unstamped Working Drawings according to 00150.35 for all sidewalk ramp Work. Include field verification of each ramp location, and all dimensions and grades necessary to demonstrate compliance with the Standard Drawings and Plans. Notify the Engineer of any deficiencies or non-compliance with the Standard Drawings or Plans. The Engineer will provide additional or modified Plans as needed.

(b) Curb Ramp Plan – At least 10 Calendar Days before the curb ramp Work is scheduled to begin, submit a plan for accomplishing all phases of the curb ramp Work, including the following:

- Surface preparation
- Compliance with Working Drawings and details submitted under 00759.02
- Compliance with current Standard Drawings and Plans
- Waste handling and disposal
- All other pertinent information

Do not begin any curb ramp Work before the plan for completing the Work has been approved.

(c) ADA Certification for Contractors – For all supervisory personnel who will directly supervise the curb ramp Work, submit the names, telephone numbers, and copies of the ODOT ADA Certification for Contractors, or approved equal, 10 Calendar Days before the preconstruction conference.

Material ordered or Work done before the Engineer reviews and returns the documents will be at the Contractor's risk.

00759.03 Preplacement Conference – Before beginning and sidewalk ramp Work, meet with the Contractor's supervisory personnel and quality control manager, any sidewalk ramp Subcontractors' supervisory personnel, and the Engineer at a mutually agreed upon time.

If the Contractor's personnel change, or if the Contractor proposes a significant revision to the plan for accomplishing the curb ramp Work, the Engineer may require additional preplacement conferences.

All supervisory personnel who have an active ODOT ADA Certification for Contractors and will directly supervise the curb ramp Work must attend the preplacement conference.

Materials

00759.10 Materials - Furnish Materials meeting the following requirements:

Bar Reinforcement	02510
Commercial Grade Concrete.....	00440
Dowels	02510.50
Epoxy Bonding Agent	02070
Metal Handrail	02830
Preformed Expansion Joint Filler	02440.10
Welded Wire Fabric.....	02510.40

00759.11 Aggregate Base - Furnish Aggregate base Materials for Base, foundation courses, Leveling courses, or bedding meeting the requirements of Section 02630. If a designated size is not shown or given, furnish or 3/4" - 0.

00759.12 Curb Ramp Treatment - Furnish truncated dome detectable warning surfaces for sidewalk ramps and accessible route islands from the QPL.

Use only adhesives recommended or supplied by the manufacturer.

Equipment

00759.21 Concrete Extruding Machine - Concrete extruding machines shall operate under sufficient restraint to forward motion to produce a well consolidated mass of concrete.

00759.22 Smart Level – Slopes will be verified with the use of a 24-inch SmartTool level model 92379 or model 92500, and a 6-inch SmartTool level model 92346. The 6-inch level will only be used to measure counter slope when there is a concrete gutter. All other locations will use a 24-inch level to measure slopes.

00759.31 Qualifications – Use supervisory personnel who have active ODOT ADA Certification for Contractors, or approved equal, to directly supervise the curb ramp Work.

Construction

00759.41 Earthwork - Make excavations and backfills for the Structures according to Section 00330 and to the depths, widths, and cross-sections shown, specified, or directed.

00759.42 Foundations - Construct foundations or other bedding using selected granular backfill material according to Section 00330 or using Aggregate base when shown or directed.

For Aggregate Base, do one of the following:

- When existing Aggregate base materials of the kind specified in 00759.11 are already in place, salvage and reuse.
- Use new Aggregate base materials conforming to

00759.43 Foundation Preparation - Bring areas on which Structures are to be constructed to established line, and make firm, dry and free of all Unsuitable Material before placing concrete. Existing

concrete surfaces shall be clean and moist at the time of placing new concrete.

When placing concrete by the extrusion method, vertical dowel fastening to underlying concrete may be eliminated if the bond between surfaces is developed by applying epoxy bonding agent. Apply epoxy bonding agent according to the manufacturer's recommendations.

00759.44 Joining New to Existing Concrete - Construct suitable connections between new and existing concrete where existing driveways, walks, and other Structures are cut back to permit the new construction or where the new construction abuts the existing concrete. Unless shown or directed otherwise, furnish and place minimum 3/4 inch thick preformed expansion joint filler between new and existing concrete.

00759.45 Reinforcement, Dowels, and Tie Bars - Furnish and place reinforcement, dowels, and tie bars according to 00755.43 and as shown or directed.

Provide dowels with "slip sleeves" and place as load transfer devices where shown. Place dowels without "slip sleeves" as fastenings or ties between new and existing underlying concrete when shown.

00759.46 Concrete - Construct the Structures between suitable forms or by the extrusion method. Before placing concrete, verify that forms are correctly positioned to produce sidewalk ramps with proper Slopes and dimensions to comply with the Standard Drawings and Plans. Place concrete according to Section 00440 subject to this Section. Before placing concrete, verify that forms are correctly positioned to produce sidewalks and ramps with proper slopes and dimensions to comply with the Standard Drawings and Plans.

00759.48 Expansion Joints - Construct expansion joints of the preformed filler type in concrete Structures as shown and the following:

- Not less than 1/2 inch wide, except where abutting or underlying concrete joints are larger, then the width shall match those joints.
- At right angles to the Structure alignment and normal to the Structure surface.
- Which completely separate the concrete segments.
- Placed flush or no more than 1/8 inch below the concrete surface.

(a) Curbs, Islands, and Traffic Separators - Provide expansion joints:

- Opposite abutting expansion joints in abutting concrete.
- Over existing expansion joints in concrete underlying the new concrete Structure.
- At each point of tangency in the Structure alignment.
- Not over 200 foot spacing.

(b) Driveways, Walks, Monolithic Curbs and Sidewalks, and Surfacing - Provide expansion joints:

- Between driveways and concrete Pavement.
- Transversely in walks opposite expansion joints in adjoining curbs and elsewhere so the distance between joints does not exceed 45 feet.
- Transversely in walks at a distance of 16 feet to 8 feet from ends of walks which abut curbs.
- Around poles, posts, boxes, and other fixtures which protrude through or against the Structures.

(c) Stairs - Provide expansion joints for stairs at the top and bottom landings as shown.

00759.49 Contraction Joints - Construct transverse contraction joints of the weakened plane or dummy type in the exposed surfaces of the concrete Structures as shown and the following:

(a) Locations - Locate contraction joints:

- Over contraction joints in concrete underlying the new concrete Structure.
- Opposite contraction joints in abutting concrete.
- At locations to confine joint spacing to a maximum of 15 feet.

(b) Methods - Construct contraction joints by:

- Inserting and removing plates, or other devices.
- Inserting and leaving in place preformed expansion joint filler even and flush with the concrete surface.
- Sawing as soon as practicable after concrete placement but before any uncontrolled cracking occurs.
- Tooling.
- Other approved methods.

(c) Requirements - Contraction joints shall:

- Be not less than 1/8 inch or more than 1/4 inch wide.
- Be a depth of one-third the thickness of the concrete.
- Have clean, unfilled grooves (if preformed expansion joint filler is not used).

00759.50 Surface Finishing:

(a) General - Remove forms, if any, from Structures after the concrete has taken its initial set and while the concrete is still green. Repair minor defects with mortar containing one part portland cement and two parts sand. Do not plaster exposed surfaces.

The top and face of Structures shall be true and straight, free from humps, sags, or other irregularities. The surface shall not vary more than 1/4 inch from the edge of 12 foot long straightedge laid on the top or face of the Structure, except in curves. Furnish the straightedge and operate it as directed. Unless otherwise shown or directed, tool edges to 1/4 inch radius.

(b) Curbs, Islands, and Stairs - While the concrete is still green, finish the exposed surfaces as required to produce a smooth surface and uniform texture.

(c) Driveways, Walks, and Surfacing - Finish concrete surfaces to smooth and uniform texture by troweling, floating and cross brooming. Lightly groove or mark surfaces into squares or other shapes to match markings on similar existing surfaces in the vicinity, as directed.

On all sidewalk ramps and accessible route islands, install truncated domes as shown. Place according to the manufacturer's recommendation.

In addition, finish concrete surfaces of sidewalks and ramps to be within the established slopes and dimensions allowed by the Standard Drawings and Plans. Repair or remove and replace sidewalks and ramps not meeting the Standard Drawings and Plans at no additional cost to the Agency.

00759.51 Curing - Cure and protect concrete after placing and finishing according to Section 00440.

Keep the concrete Structure free from contact, strain and Public Traffic for at least 7 Calendar Days or longer as directed. Do not apply curing compounds to the designated truncated dome areas of sidewalk ramps and accessible route islands.

00759.52 Metal Handrail - Fabricate and assemble free standing and bolted down metal handrail as shown.

00759.53 Welding - Welding, welder qualifications, prequalification of weld details and inspection of welds shall conform to AWS D1.1. Submit all welding procedure specifications to the Engineer for approval.

00759.54 Bolt Holes:

(a) **Punched Holes** - Use a die with a diameter not exceeding the diameter of the punch by more than 1/16 inch. Ream any holes that are required to be enlarged to admit the anchor bolts. Make clean cut holes without torn or ragged edges.

(b) **Accuracy of Punched Holes** - Locate all holes punched full size so accurately that when multiple anchor plates are stacked with the edges even, a cylindrical pin 1/8 inch smaller in diameter than the nominal size of the punched hole may be entered perpendicular to the face of the plate without drifting in each of the connecting holes in the same plane. Non-conforming pieces will be rejected.

Measurement

00759.80 Measurement - The quantities of Structures constructed under this Section will be measured according to the following:

- **Volume Basis** - Measurement will be limited to the Neat Lines of the finished Structure as shown or directed.
- **Area Basis** - Measurement will be the finished surface, limited the neat lines shown or directed.

Measurement of concrete walks will include the total area of concrete walk, including the area of concrete curb ramps within the footprint of the concrete walk.

When monolithic curb and sidewalks are measured on the area basis, measurement will include the total area of monolithic curb and sidewalk, including the area of concrete curb ramps within the footprint of the monolithic curb and sidewalk.

Measurement of concrete islands will include the total area of concrete islands, including the area of concrete curb ramps within the footprint of the concrete islands.

When concrete curb ramp construction is not adjacent to concrete walk, monolithic curb and sidewalk, or concrete island Work, the area of the concrete ramp Work will be included in the measurement of concrete walks.

- **Length Basis** - Measurement of concrete items will be along the face of the Structure, from end to end including curb tapers or depressed lengths at driveways and ramps. Measurement of metal handrail will be along the top rail member, from center of end post to center of end post.
- **Each Basis** - Measurement will be by actual count. Extra for Curb Ramps will be counted for each instance of where a ramp crosses a curb at the transition between a pedestrian facility and a roadway.

Payment

00759.90 Payment - The accepted quantities of Structures will be paid for at the Contract unit price, per unit of measurement, for the following items:

Pay Item	Unit of Measurement
(a) Concrete Curbs, _____	Foot or Cubic Yard
(b) Concrete Islands	Square Yard
(c) Concrete Driveways	Square Yard
(d) Concrete Driveways, Reinforced	Square Yard
(e) Concrete Walks	Square Yard
(f) Monolithic Curb and Sidewalks	Square Foot or Foot
(g) _____ Concrete Surfacing	Square Foot
(h) Concrete Stairs	Cubic Yard
(i) Concrete Bus Shelter Pads	Each
(j) Concrete Mowing Strip	Foot
(k) Metal Handrail, _____ Rails	Foot
(l) Concrete Driveway Connections	Square Yard
(m) Retrofit Concrete Curb Ramps	Each
(n) Extra for Curb Ramps	Each
(o) Truncated Domes on New Surfaces	Each
(p) Truncated Domes on Existing Surfaces	Each

In item (a) the type of curb will be inserted in the blank, if appropriate.

Item (b) includes traffic separators.

Items (c) and (d) include monolithic curb at driveway locations.

Items (e) and (f) include the area of new concrete sidewalk ramps within the footprint of the Concrete Walks or Monolithic Curb and Sidewalks.

In item (g), the specified thickness, or type, of concrete Surfacing will be inserted in the blank, if appropriate.

Item (h) includes pipe handrail.

In item (k), the number of rails will be inserted in the blank.

Item (n) includes the additional Work required to construct a or replace an existing curb ramp. When replacing an existing curb ramp or retrofitting a curb ramp into an existing concrete pedestrian facility, Item (n) also includes saw cutting and removal.

Item (o) includes installation of truncated domes on a new concrete or asphalt surface.

Item (p) includes installation of truncated domes on an existing concrete or asphalt surface.

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all

00759

Equipment, labor, and Incidentals necessary to complete the Work as specified.

When earthwork is included as separate Pay Items, payment will be made according to 00330.90 through 00330.94 as appropriate.

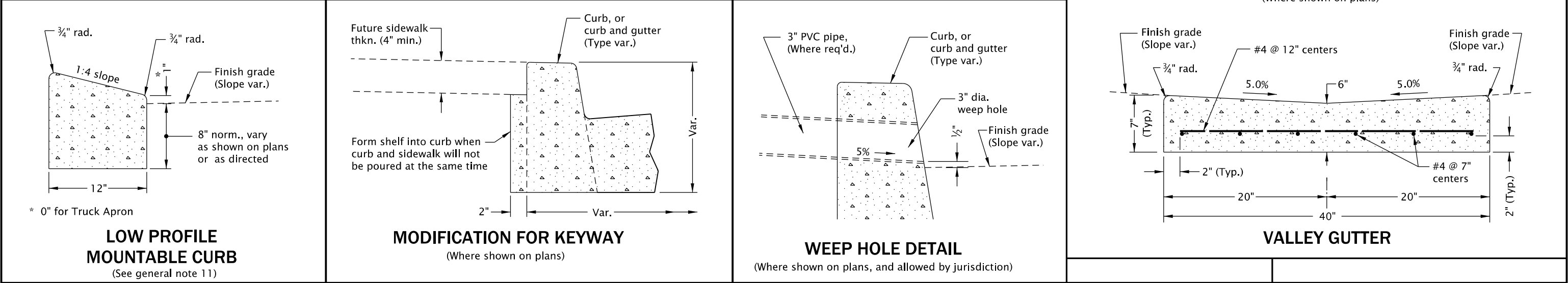
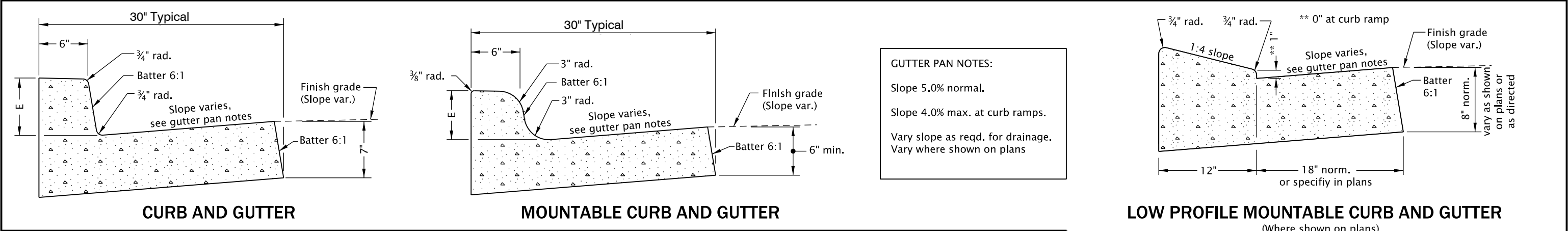
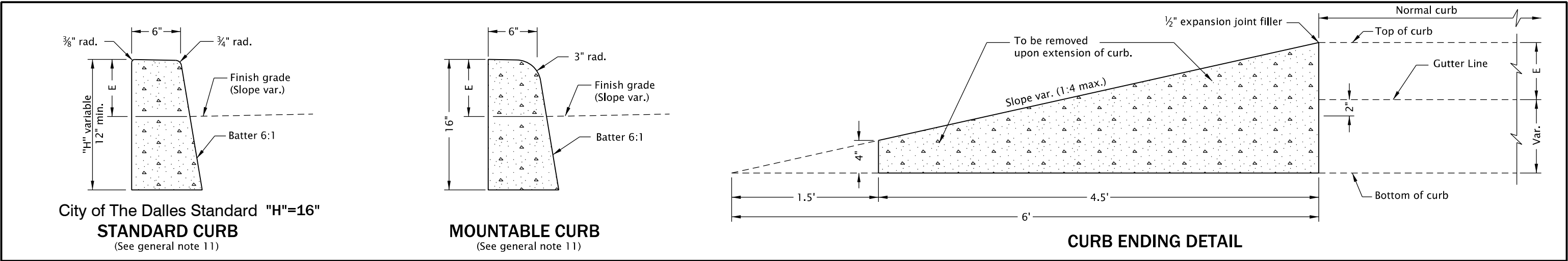
When earthwork is not included as separate Pay Items, no separate or additional payment will be made for earthwork.

Aggregate will be paid for according to 00640.90 or 00641.90 as appropriate.

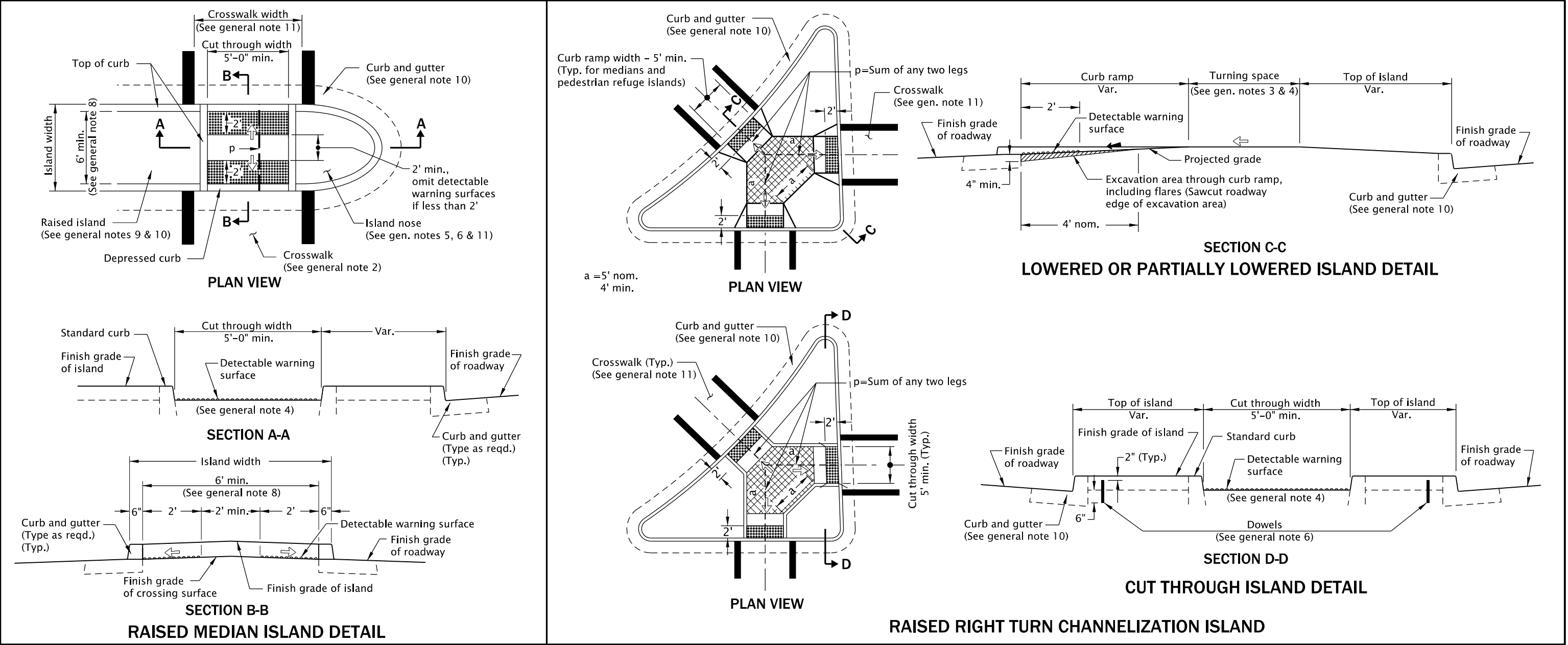
No separate or additional payment will be made for concrete form verification and any necessary repair or removal and replacement of Sidewalks or Ramps.

No separate or additional payment will be made for Curb Ramp Working Drawings, Curb Ramp Plan, Preplacement Conference, concrete form verification, and any necessary repair or removal and replacement of Curb Ramps.

No separate or additional payment will be made for providing supervisory personnel who have an active ODOT ADA Certification for Contractors to directly supervise the curb ramp Work.



GENERAL NOTES FOR ALL DETAILS:		<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>	NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications																		
1. Curb exposure "E" = 6", as measured vertically from flowline to highest point on curb. Vary as shown on plans or directed.			CITY OF THE DALLES STANDARD DRAWING																		
2. Const. expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveways.			CURBS																		
3. Const. contraction joints at 15' maximum spacing, and at ends of each inlet and curb ramp.			2019																		
4. Transitions shall be used to connect curbs of different exposures "E". ("E" Is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper). Minimum desirable transition length shall be 20' for each 1" difference in "E".			<table><tr><th>DATE</th><th>REVISION</th><th>DESCRIPTION</th></tr><tr><td>01-2018</td><td>REVISED & ADDED NOTES</td><td></td></tr><tr><td>05-2018</td><td>REVISED NOTE</td><td></td></tr><tr><td>07-2018</td><td>ADDED DETAIL & REVISED NOTES</td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>		DATE	REVISION	DESCRIPTION	01-2018	REVISED & ADDED NOTES		05-2018	REVISED NOTE		07-2018	ADDED DETAIL & REVISED NOTES						
DATE	REVISION	DESCRIPTION																			
01-2018	REVISED & ADDED NOTES																				
05-2018	REVISED NOTE																				
07-2018	ADDED DETAIL & REVISED NOTES																				
	5. Tops of all curbs shall slope toward the roadway at 1.5% max. (Max. 2.0% finished surface slope), unless otherwise shown, or as directed.																				
	6. Dimensions are nominal, vary to conform with curb machine approved by the engineer.																				
	7. Dimensions adjacent to radii are measured to the point of intersection of curb surfaces.																				
	8. For sidewalk details, and monolithic curb & sidewalk, see Std. Dwg. RD720.																				
	9. For drainage curbs, see Std. Dwg. RD701.																				
	10. For curb ramp details, see Std. Dwg. RD755.																				
	11. On or along state highways, curb and gutter is required at curb ramp.																				



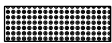
GENERAL NOTES FOR ALL DETAILS:

1. Accessible route islands are based on ODOT applicable Standards.
2. Place detectable warning surface in the lower 2' adjacent to traffic of throat of curb ramp only. For details not shown, see Std. Dwgs RD758 & RD759.
3. For lowered island, lower grade of island interior as reqd. to accomplish a min. 4' x 5' turning space in center of island.
4. Turning space, in lowered island, shall have a slope of 1.5% max. (Max. 2.0% finished surface slope). When the length of p is less than 35', cross slope may equal that of adjacent roadway if not stop/yield control.
5. The min. area of islands that contain signal poles, pedestals, etc., shall be 75 sq. ft. Square feet to be measured to outer perimeter of entire island.
6. For cut through islands dowel each island segment to the pvtm. with a min. of 2, 3/4" dia. dowels. Dowel the nose section of the raised median island with a minimum of 2, 3/4" dia. dowels. Place dowels as directed.
7. Align curb ramps for lowered or partially lowered island and cut through island with the crosswalk.
8. Detectable warning surfaces shall be separated by a 2.0 ft minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning shall be placed at the edge of roadway.

9. Curb type and island width as shown on plans or as directed. Type A or Type C islands are acceptable alternates, see Std. Dwg. RD705.
10. On or along state highways, curb and gutter is required at curb ramps.
11. See project plans for details not shown. See Std. Dwg. RD707 for island nose treatment. See Std. Dwg. RD705 for expansion and contraction joint spacing. See Std. Dwgs. RD700, RD701, RD705, RD706 & RD755 for additional details. See Traffic Standard Drawings for signal pole, pedestrian pedestal, crosswalk markings, and related details.



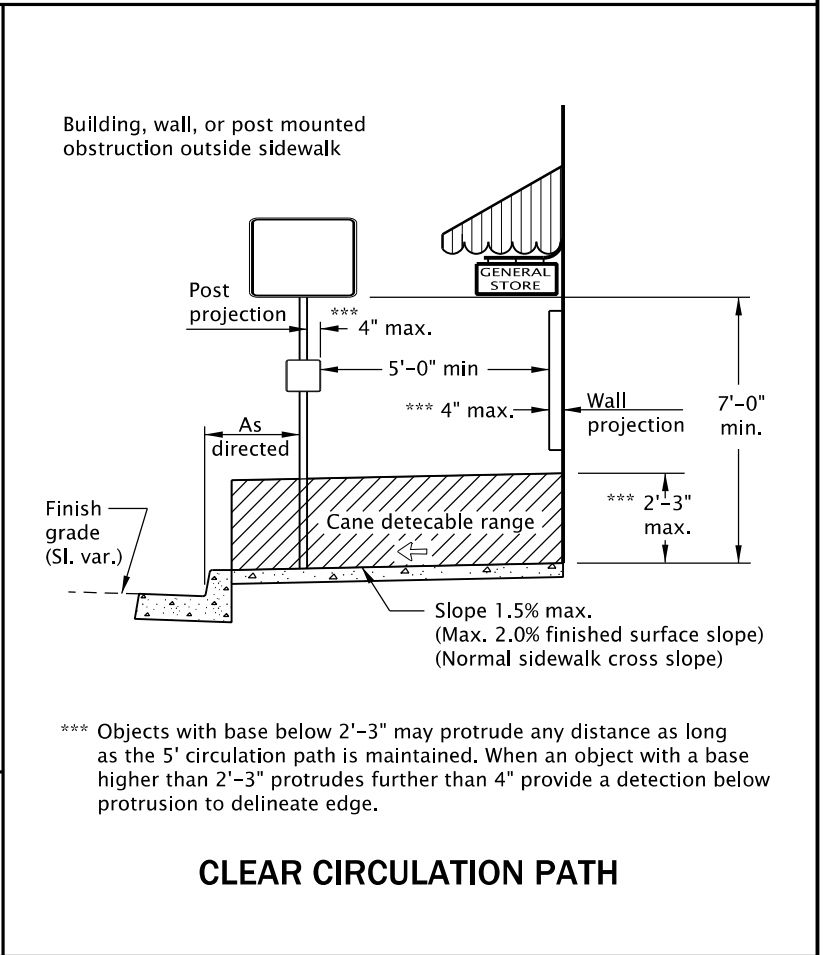
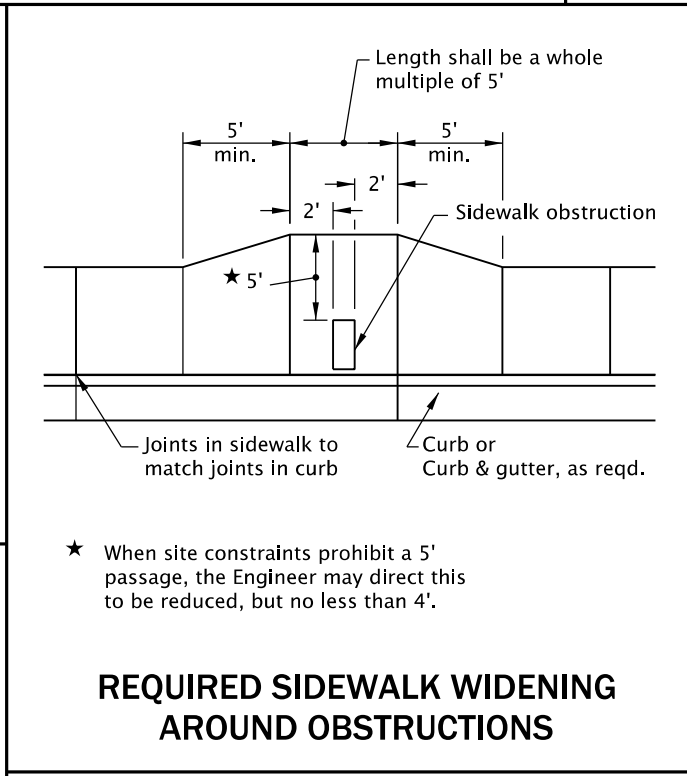
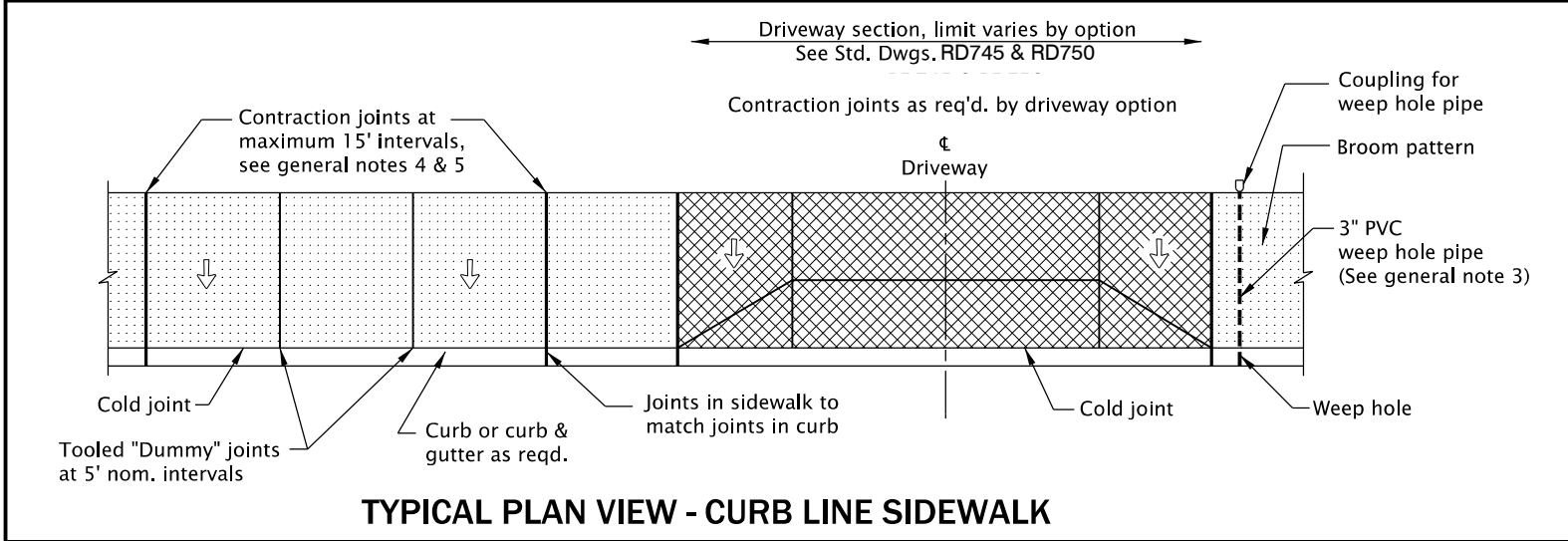
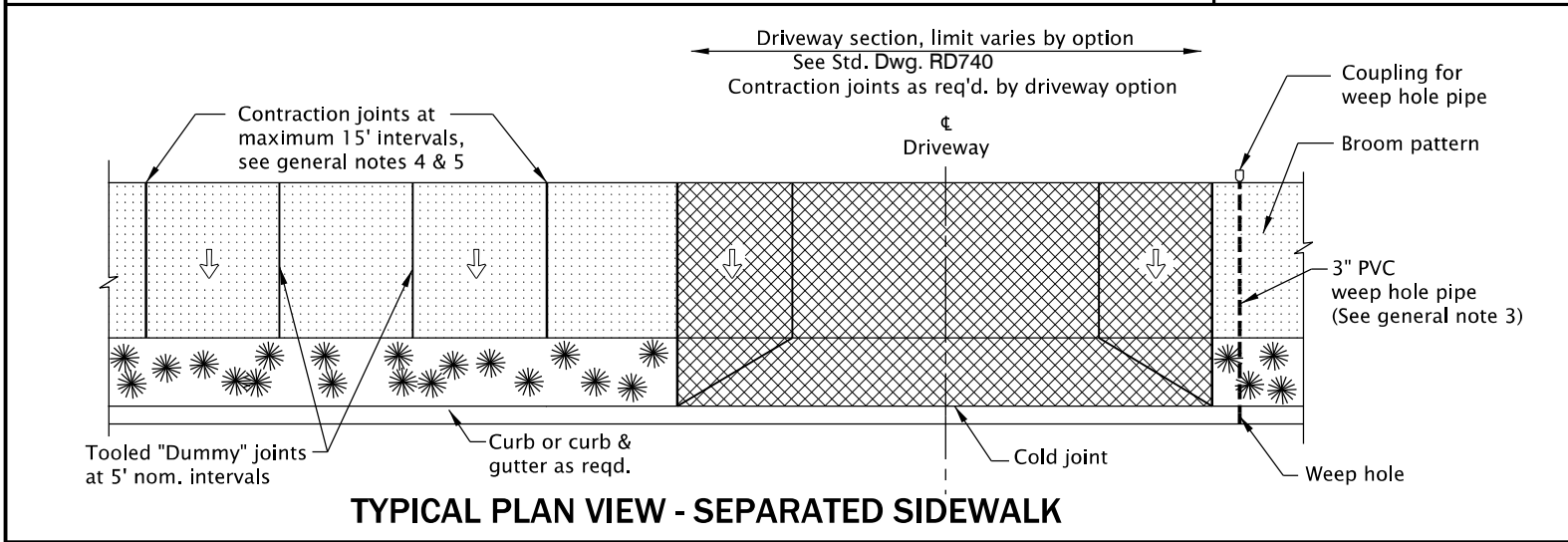
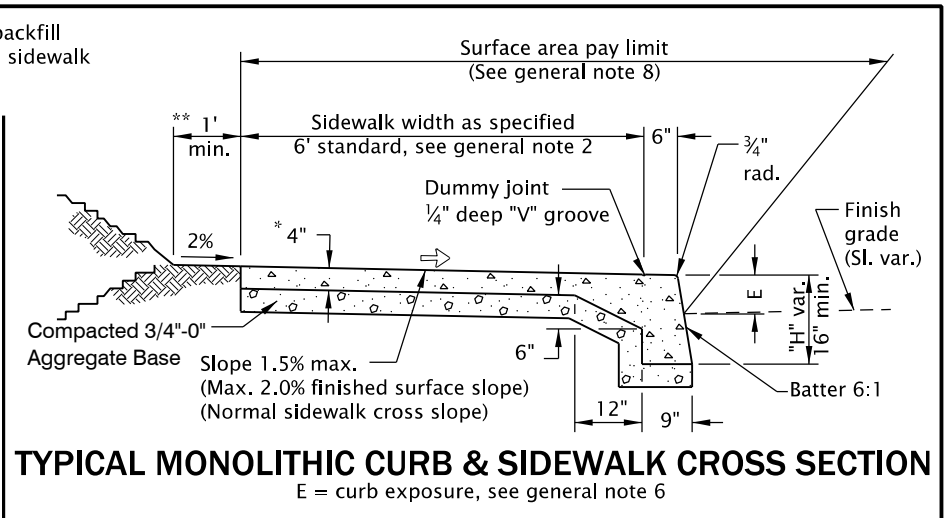
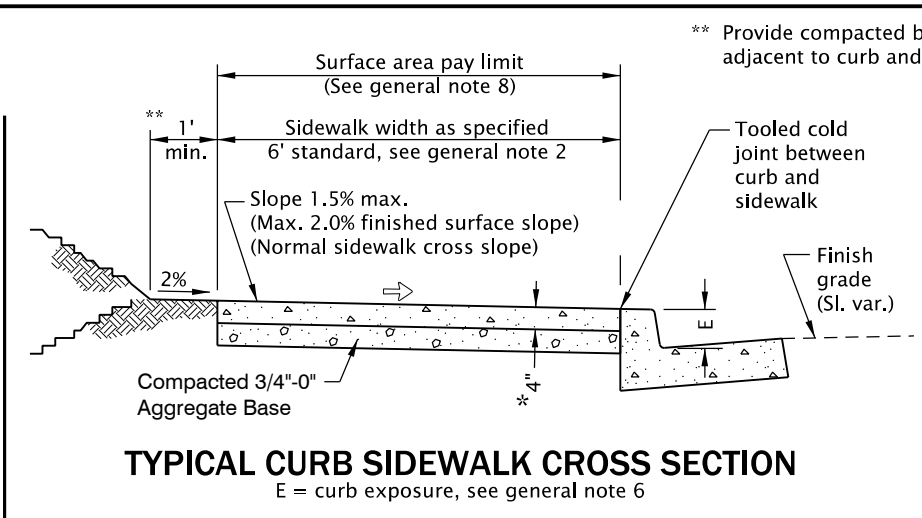
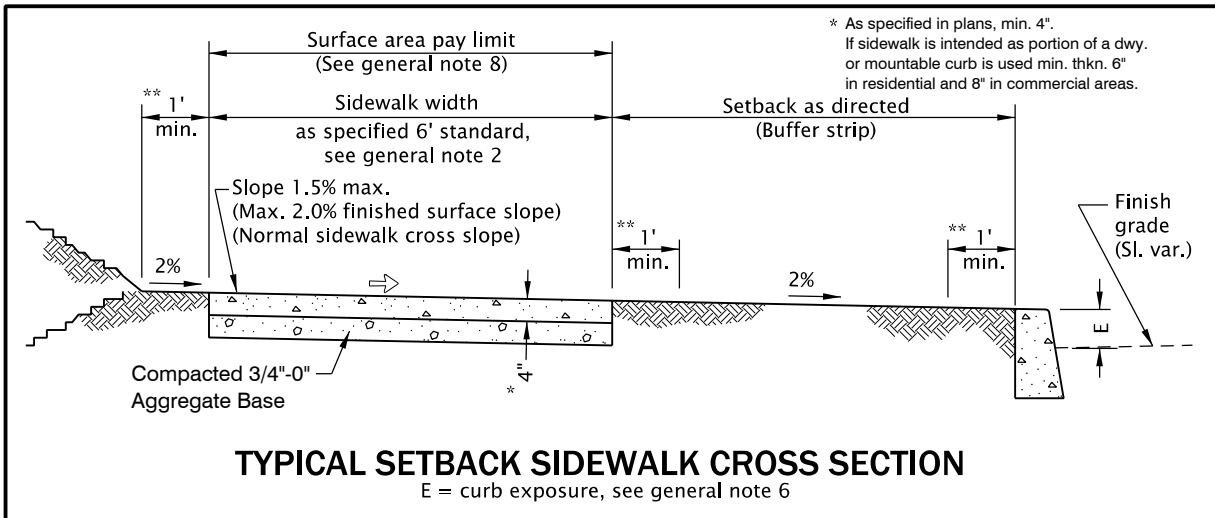
Turning space
With no constrained 4.5'x 4.5' nominal, 4' x 4' min.
With constrained 4.5' x 5.5' nominal, 4' x 5' min (with longer dimension in direction of pedestrian street crossing). For the purposes of this application, a max. 2.0% finished surface slope (for drainage) is considered level.



Detectable warning surface

- ↔ Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- ← Slope 7.5% max. (Max. 8.3% finished surface slope)

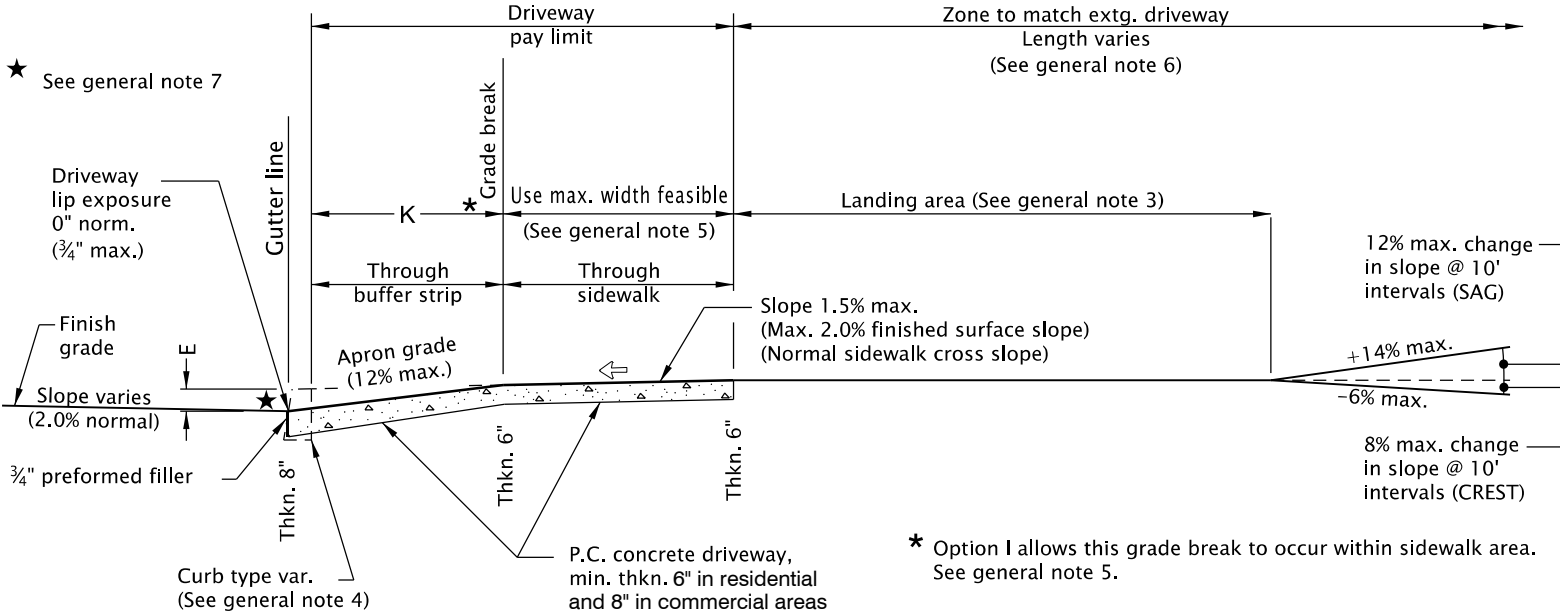
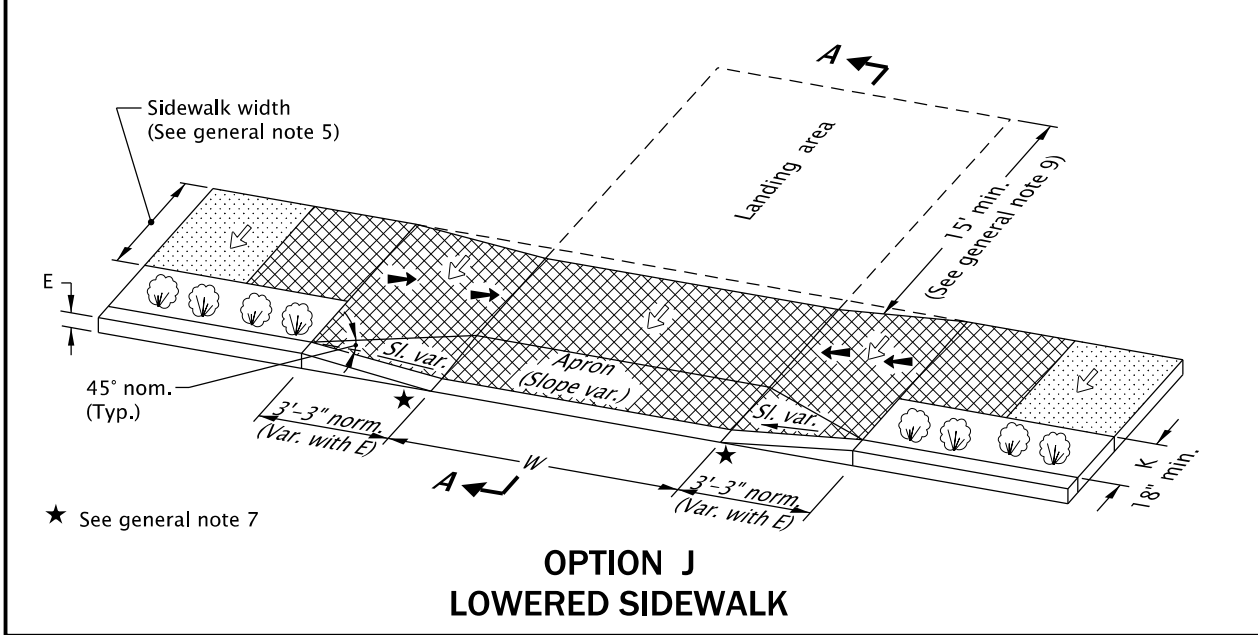
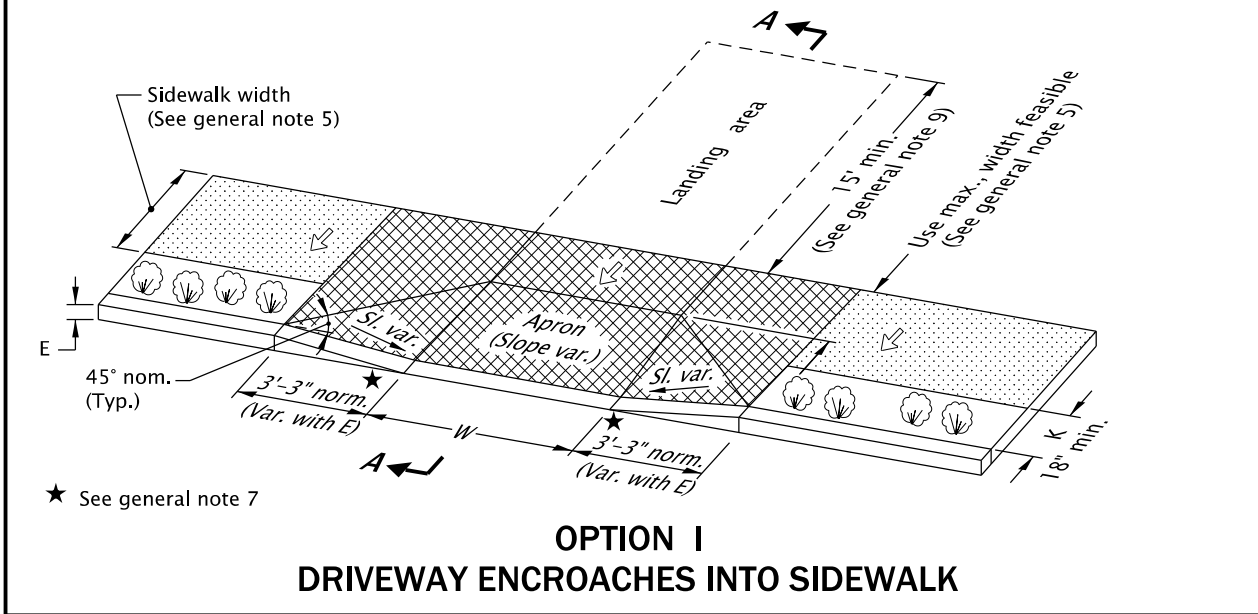
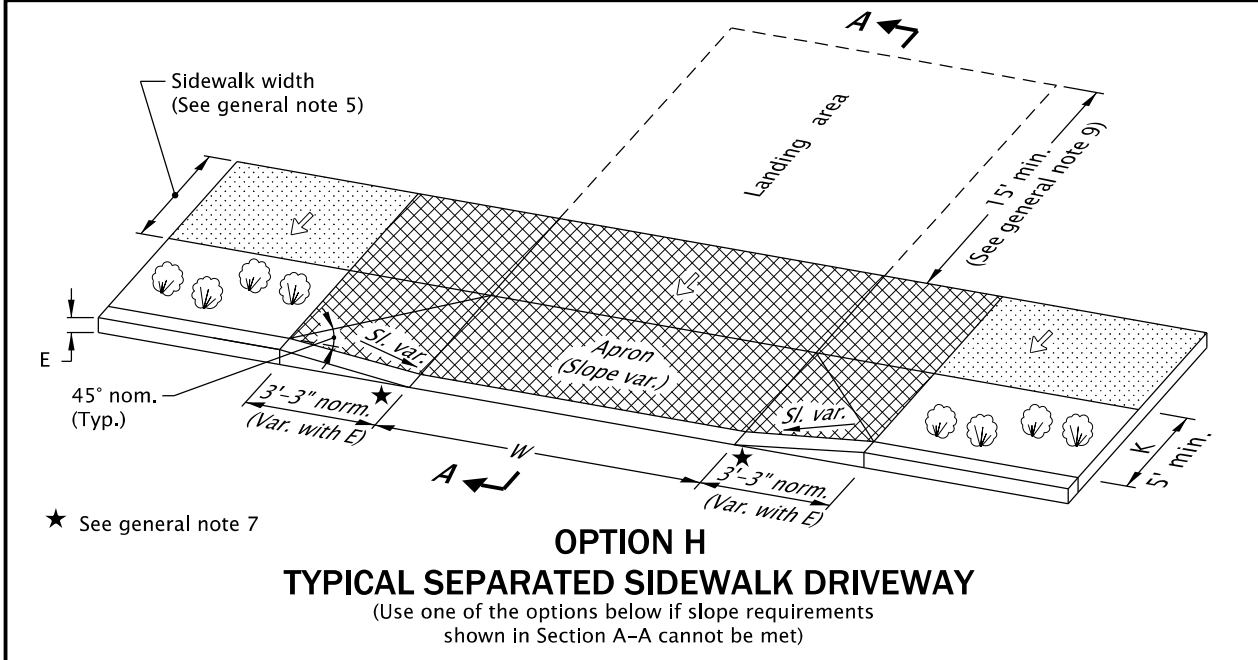
<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>			NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications		
			CITY OF THE DALLES STANDARD DRAWING		
			2019		
			DATE	REVISION	DESCRIPTION
			01-2018	REVISED DETAILS, REVISED & ADDED NOTES	
			03-2018	REVISED DETAILS & NOTES	
			07-2018	REVISED DETAILS & NOTES	







- GENERAL NOTES FOR ALL DETAILS:**
1. Include additional paved or unpaved 2' clearance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
 2. Curb type and sidewalk width as shown on plans or as directed. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
 3. Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole detail.
 4. Const. expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveway. For monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing.
 5. Const. contraction joints at 15' maximum spacing, and at ends of each driveway and curb ramp.
 6. For curb details, see Std. Dwgs. RD700 & RD701.
 7. Sidewalk details are based on ODOT applicable standards.
 8. For driveway details not shown, see Std. Dwgs. RD740, RD745 & RD750.
 9. See project plans for details not shown.

<p><i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i></p>		NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications	
		CITY OF THE DALLES STANDARD DRAWING	
		SIDEWALKS	
		2019	
DATE		REVISION DESCRIPTION	
01-2018		REVISED NOTE	
07-2018		REVISED DETAIL & NOTES	

RD720



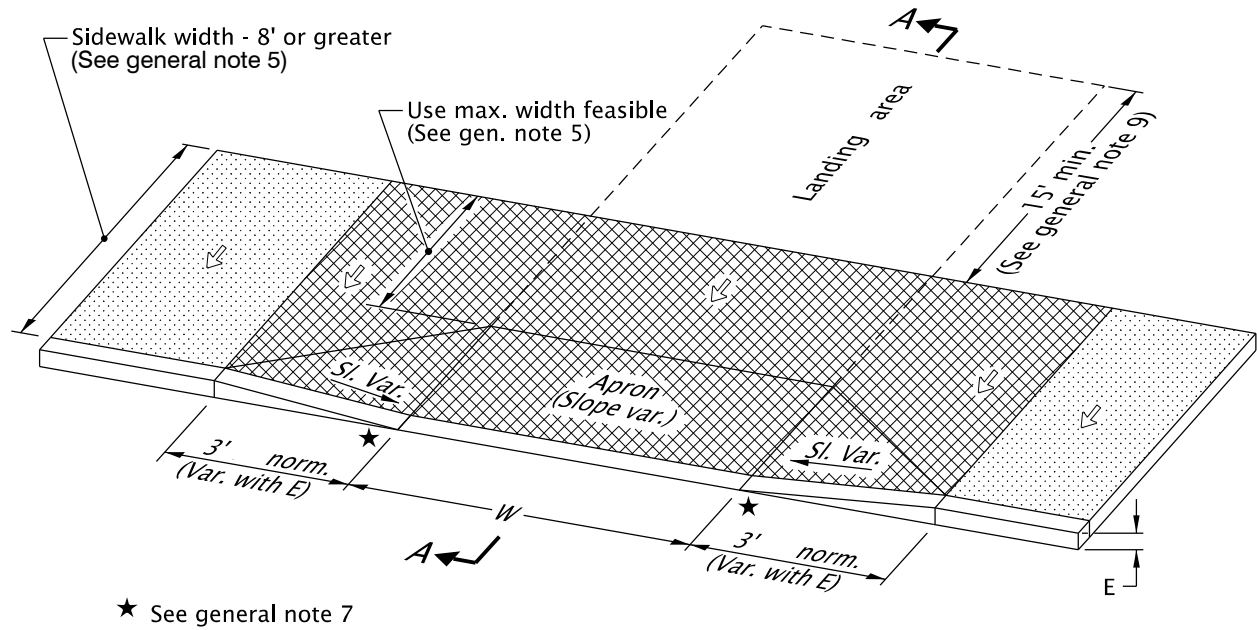
- GENERAL NOTES FOR ALL DETAILS:
- Details are based on ODOT applicable standards.
 - Only use details approved by City Engineer.
 - The following dimensions are as shown on plans, or as directed: driveway width, driveway slope, sidewalk width, buffer strip width, curb exposure, driveway lip exposure, landing area length and width. See project plans for details not shown.
 - Curb, gutter, and sidewalk types varies, see plans.
See Std. Dwgs. RD700 & RD701 for curb details.
See Std. Dwg. RD720 for sidewalk details.
 - 4' unobstructed clear passage with slope 1.5% max. (Max. 2.0% finished surface slope) is required behind driveway apron.
 - Where existing driveway is in good condition, and meets slope requirements, construct only as much as required for satisfactory connection with new work.
 - Check the gutter flow depth at driveway locations to assure that the design flood does not overtop the back of sidewalk at driveway.
If overtopping occurs place an inlet at upstream side of driveway or perform other approved design mitigation.
 - Tooled joints are required at all driveway slope break lines.
 - 15' min. of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
 - Any dimensions except those of general note 5 may be adjusted with approval of City Engineer.
 - Curb and gutter is required at curb ramps.

 Sidewalk	W Width of driveway	<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>	NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications.	
 Driveway pay limit (See project plans for details not shown)	K Buffer strip width		CITY OF THE DALLES STANDARD DRAWING	
	E Curb exposure		SEPARATED SIDEWALK DRIVEWAYS OR ALLEYS (OPTIONS H, I & J)	
			2019	
 Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)			DATE	REVISION DESCRIPTION
			01-2018	REVISED & ADDED NOTES
 Slope 7.5% max. (Max. 8.3% finished surface slope)			07-2018	REVISED NOTE

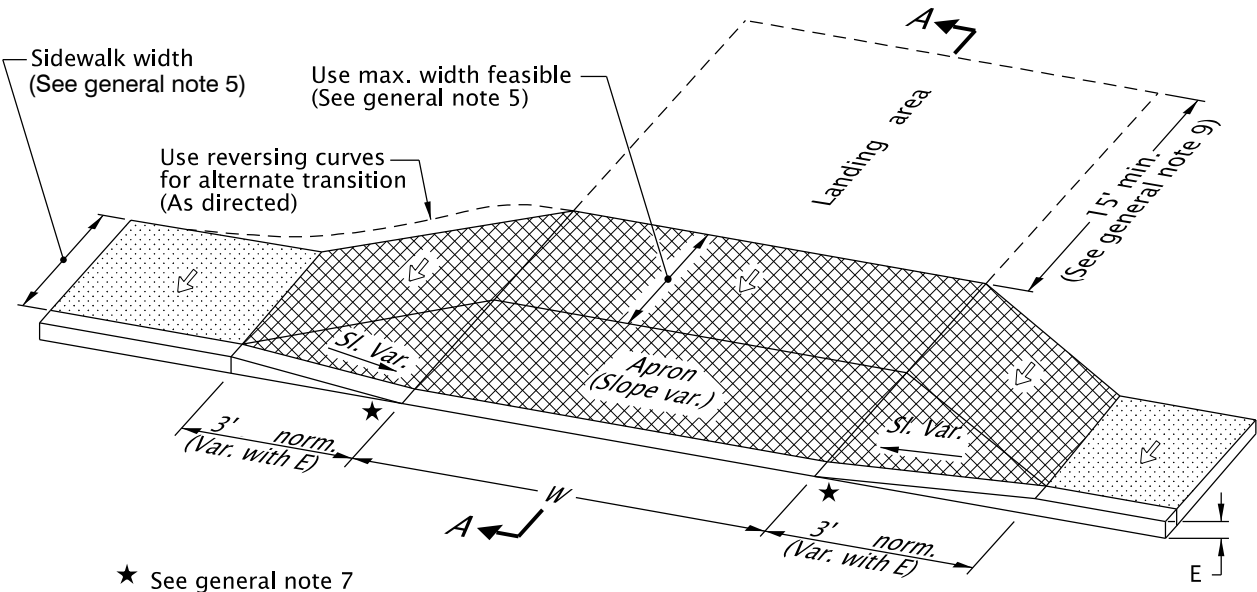
RD740

rd745.dgn 22-JUL-2016

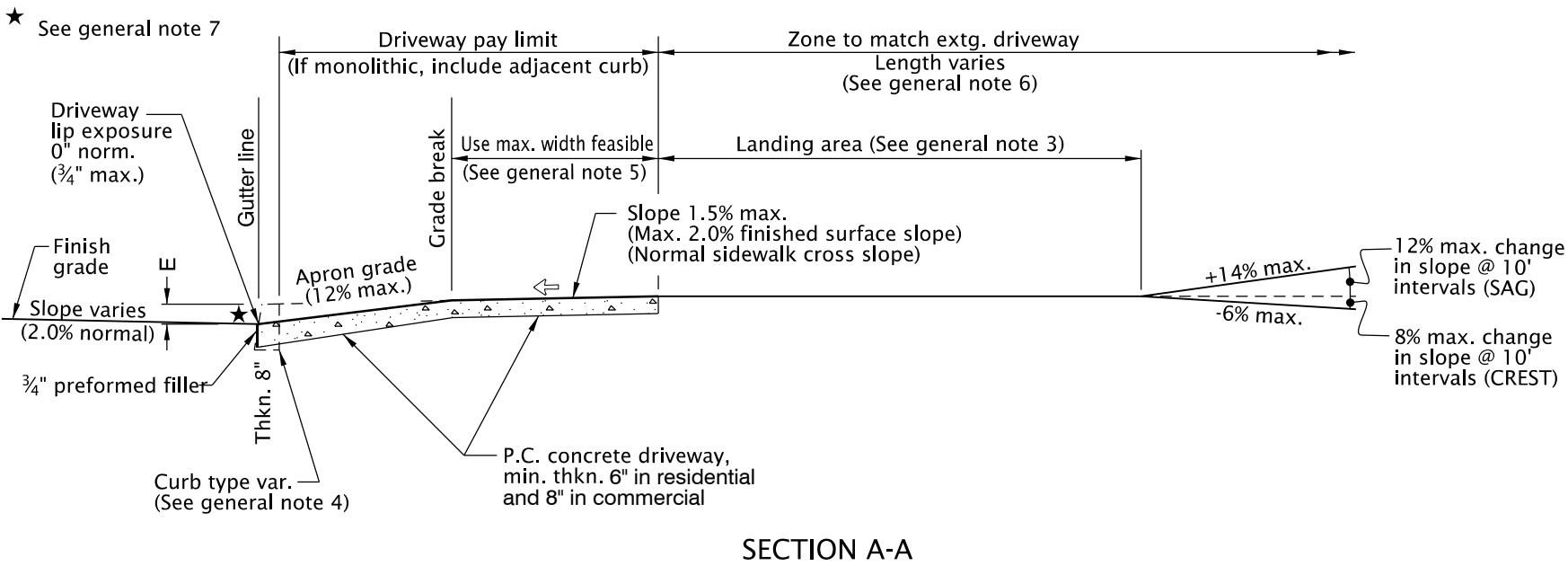
RD745



OPTION K
DRIVEWAY IN WIDE (8' OR GREATER) SIDEWALK



OPTION L
SIDEWALK WRAPPED AROUND DRIVEWAY



GENERAL NOTES FOR ALL DETAILS:

- Details are based on ODOT applicable standards.
- Only use details approved by City Engineer.
- The following dimensions are as shown on plans, or as directed: driveway width, driveway slope, sidewalk width, curb exposure, driveway lip exposure, landing area length and width. See project plans for details not shown.
- Curb, gutter, and sidewalk types varies, see plans.
See Std. Drgs. RD700 & RD701 for curb details.
See Std. Drg. RD720 for sidewalk details.
- 4' unobstructed clear passage with slope 1.5% max. (Max. 2.0% finished surface slope) is required behind driveway apron.
- Where existing driveway is in good condition, and meets slope requirements, construct only as much as required for satisfactory connection with new work.
- Check the gutter flow depth at driveway locations to assure that the design flood does not overtop the back of sidewalk at driveway.
If overtopping occurs place an inlet at upstream side of driveway or perform other approved design mitigation.
- Tooled joints are required at all driveway slope break lines.
- 15' min. of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
- Monolithic curb & sidewalk shall retain thickened edge through lowered profile, to accommodate driveway use. See Std. Dwg. RD720 for details.
- Any dimensions except those of general note 5 may be adjusted with approval of City Engineer.
- Curb and gutter is required at curb ramps.

	Sidewalk
	Driveway pay limit (If monolithic, include adjacent curb) (See project plans for details not shown)
	Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
W	Width of driveway
E	Curb exposure

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

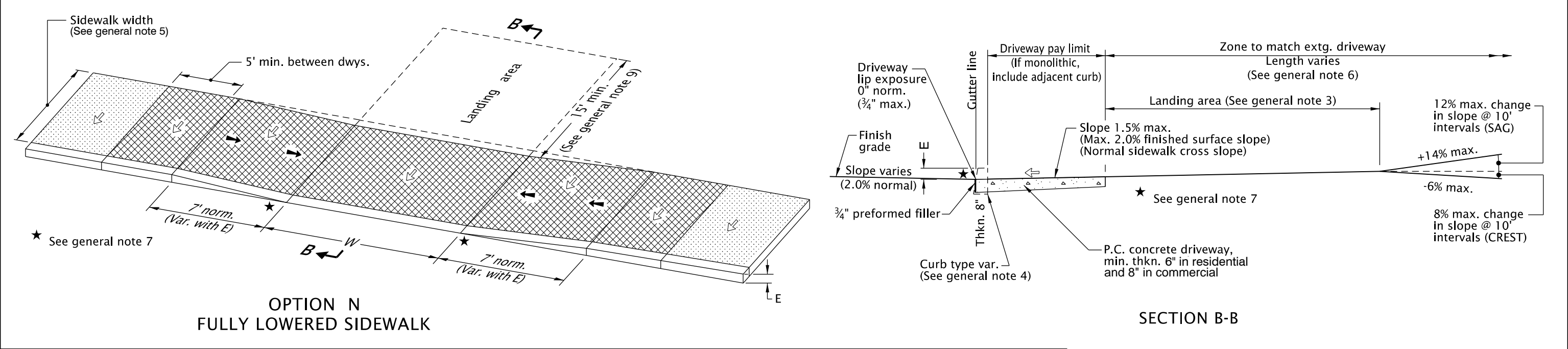
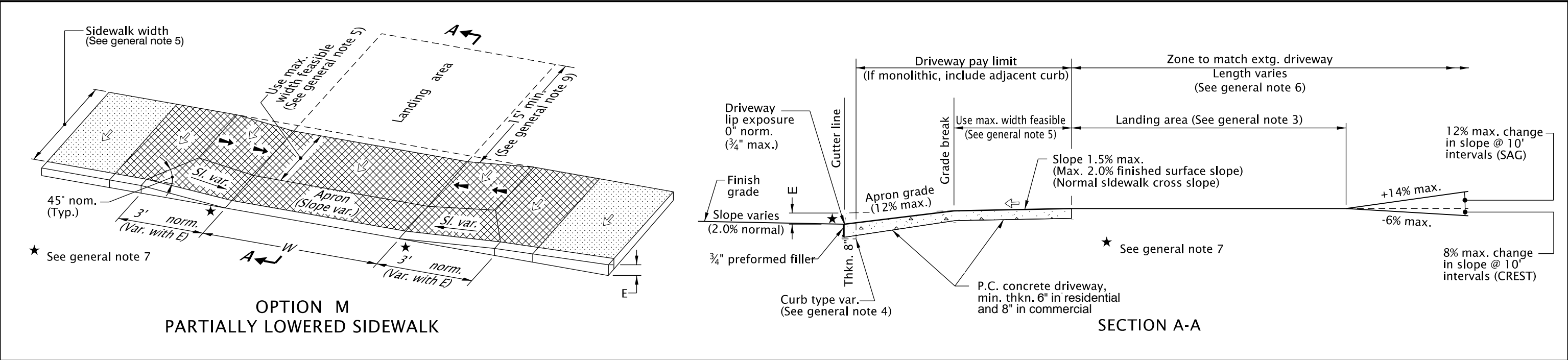
NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications

CITY OF THE DALLES STANDARD DRAWING

**CURB LINE SIDEWALK DRIVEWAYS
OR ALLEYS (OPTIONS K & L)**

2019

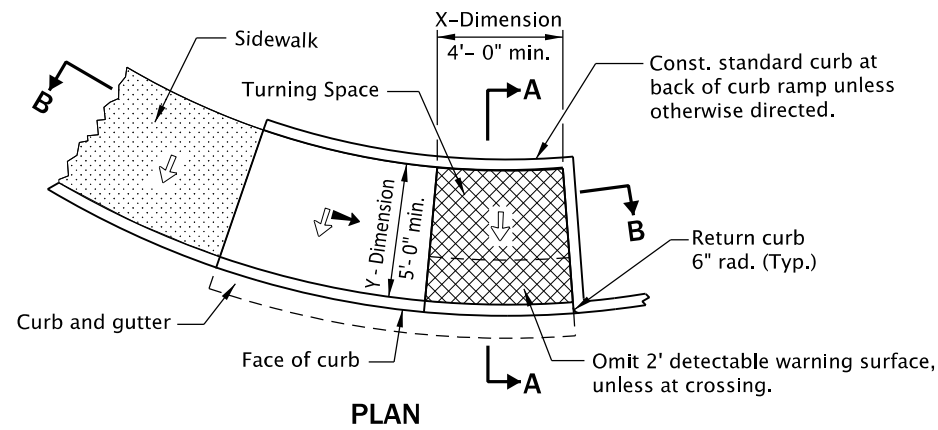
DATE	REVISION	DESCRIPTION
01-2015	REVISED NOTES	
07-2015	REVISED NOTES	
01-2016	REVISED NOTES	
07-2016	REVISED NOTES & GRAPHICS	
01-2018	REVISED NOTES	



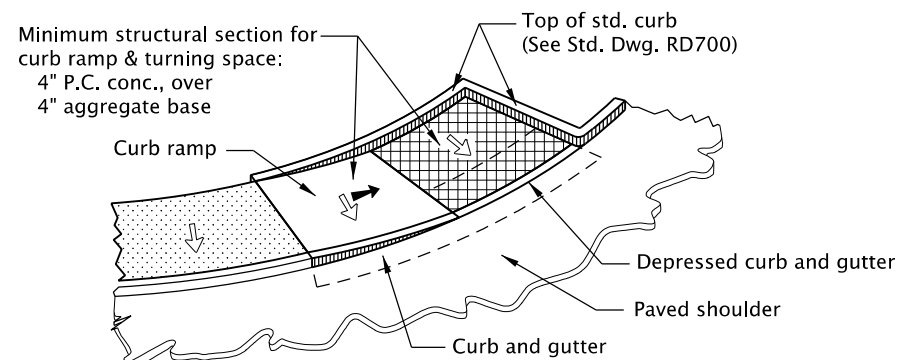
- GENERAL NOTES FOR ALL DETAILS:**
- Details are based on ODOT applicable standards.
 - Only use details approved by City Engineer.
 - The following dimensions are as shown on plans, or as directed: driveway width, driveway slope, sidewalk width, curb exposure, driveway lip exposure, landing area length and width. See project plans for details not shown.
 - Curb, gutter, and sidewalk types varies, see plans.
See Std. Drgs. RD700 & RD701 for curb details.
See Std. Drg. RD720 for sidewalk details.
 - 4' unobstructed clear passage with slope 1.5% max. (Max. 2.0% finished surface slope) is required behind driveway apron.
 - Where existing driveway is in good condition, and meets slope requirements, construct only as much as required for satisfactory connection with new work.
 - Check the gutter flow depth at driveway locations to assure that the design flood does not overtop the back of sidewalk at driveway. If overtopping occurs place an inlet at upstream side of driveway or perform other approved design mitigation.
 - Tooled joints are required at all driveway slope break lines.
 - 15' min. of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
 - Monolithic curb & sidewalk shall retain thickened edge through lowered profile, to accomodate driveway use. See Std. Drg. RD720 for details.
 - Any dimensions except those of general note 5 may be adjusted with the approval of the City Engineer.
 - Curb and gutter is required at curb ramps.

	Sidewalk
	Driveway pay limit (If monolithic, include adjacent curb) (See project plans for details not shown)
	Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
	Slope 7.5% max. (Max. 8.3% finished surface slope)
W	Width of driveway
E	Curb exposure

<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>		NOTE: All material and workmanship shall be in accordance with City of The Dalles Standard Specifications	
		CITY OF THE DALLES STANDARD DRAWING	
		CURB LINE SIDEWALK DRIVEWAYS OR ALLEYS (OPTIONS M & N)	
		2018	
DATE	REVISION	DESCRIPTION	
01-2015	REVISED NOTES		
07-2015	REVISED NOTES		
01-2016	REVISED NOTES		
07-2016	REVISED NOTES & GRAPHICS		
01-2018	REVISED NOTES		



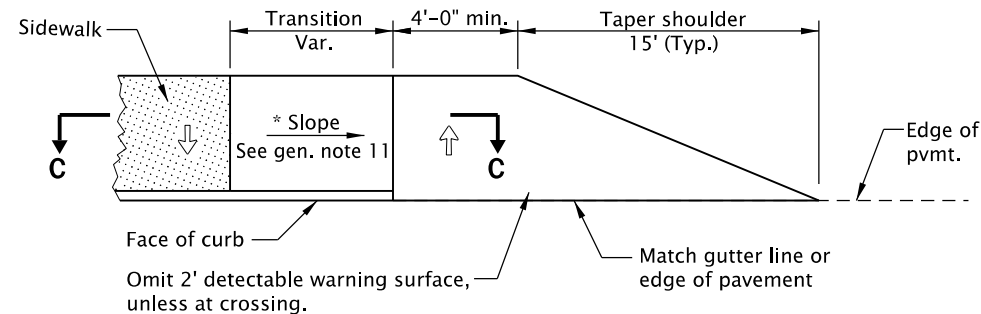
PLAN



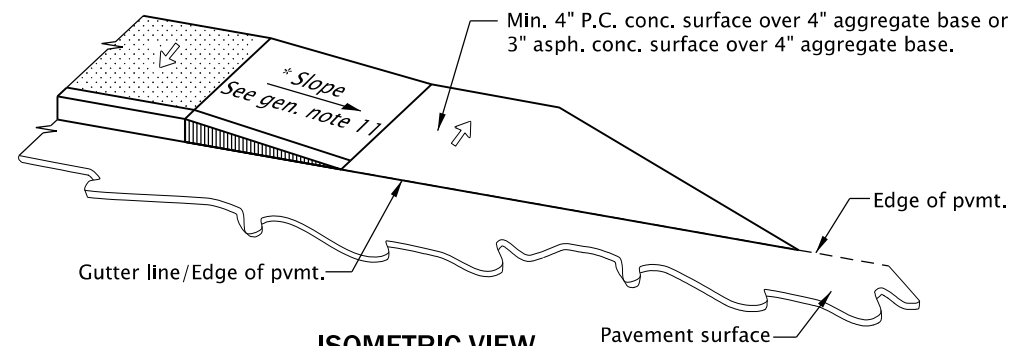
ISOMETRIC VIEW

CURBED OPTION

USE WHEN END OF SIDEWALK CONTINUES WITH CURB



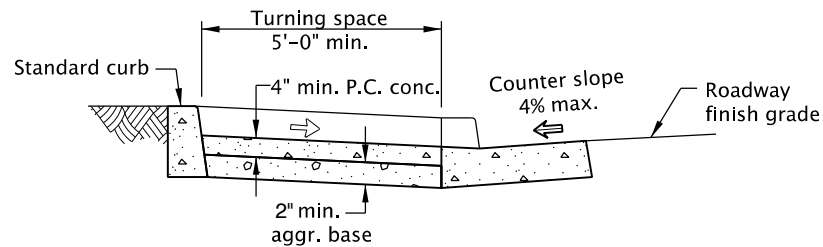
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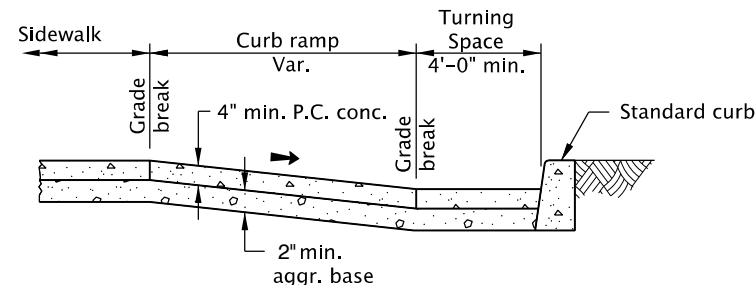
ISOMETRIC VIEW

TAPER OPTION

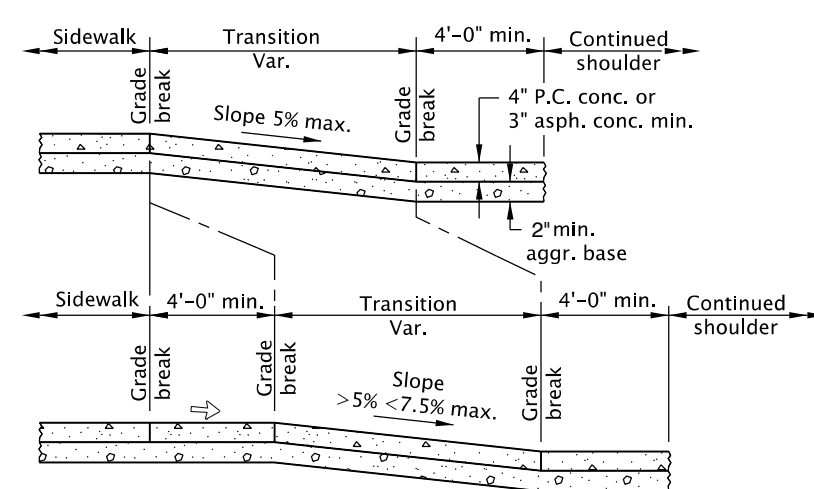
USE WHEN END OF SIDEWALK CONTINUES WITHOUT CURB



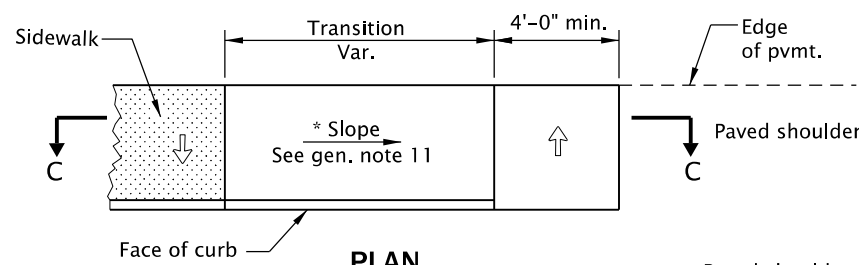
SECTION A-A



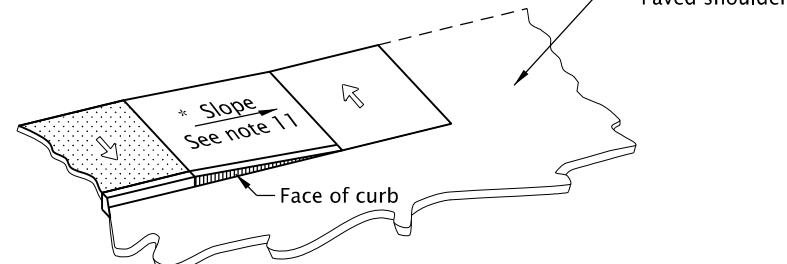
SECTION B-B



SECTION C-C



PLAN



ISOMETRIC VIEW

SHOULDER OPTION

USE WHEN END OF SIDEWALK & SHOULDER ALIGNED

GENERAL NOTES FOR ALL DETAILS:

1. Curb ramp details are based on ODOT applicable Standards.
2. See project plans for details not shown.
See Std. Dwgs. RD700 & RD701 for curbs.
See Std. Dwg. RD720 for sidewalks.
See Std. Dwgs. TM503 & TM530 for crosswalk markings, widths, etc.
See Std. Dwg. RD755 for curb ramp details not shown.
See Traffic Standard Drawings for signal pole and pedestrian pedestal details.
3. Tooled joints are required at all curb ramp slope break lines.
4. Curb ramp slopes shown are relative to the true level horizon (Zero bubble).
5. Check the gutter flow depth to assure that the design flood does not overtop the back of sidewalk. If overtopping occurs place an inlet at upstream side or perform other approved design mitigation.
6. When a shared use path terminates, the ramp should be the full width of the path and generally use taper or shoulder option. If curbed option is used, the turning space x-dimension should be minimum 8' wide to enable bicycles to ride from ramp to shoulder.
7. Only use options approved by City Engineer.
8. 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.
9. Curb and gutter is required at curb ramps.
10. All end of sidewalk options can be used for curved or tangent roadway sections.
11. When the slope of the transition area is greater than 5.0%, a 4'x4' space with max. 1.5 % slope is required at the top of the ramp. See section C-C.



Sidewalk



Turning space
With no constrained 4.5'x 4.5' nominal, 4' x 4' min.
With constrained 4.5' x 5.5' nominal, 4' x 5' min
(with longer dimension in direction of pedestrian street crossing). For the purposes of this application, a max. 2.0% finished surface slope (for drainage) is considered level.



Slope 1.5% max.
(Max. 2.0% finished surface slope)
(Normal sidewalk cross slope)



Slope 7.5% max.
(Max. 8.3% finished surface slope)



Counter slope

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

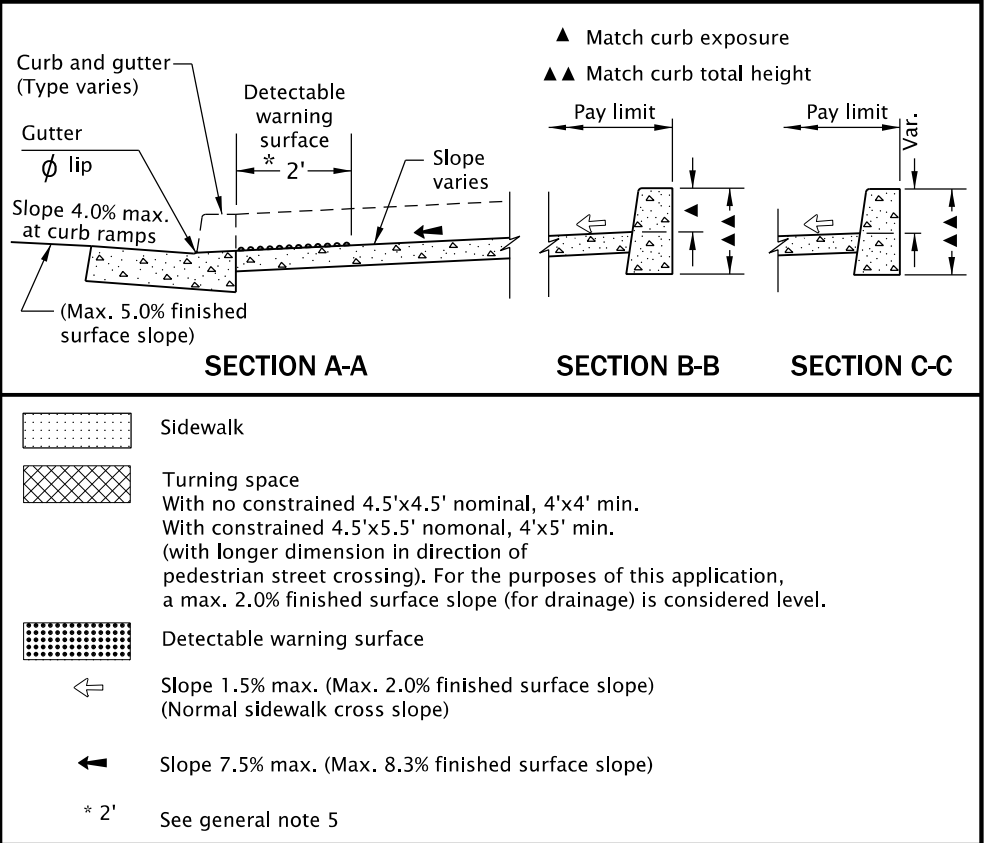
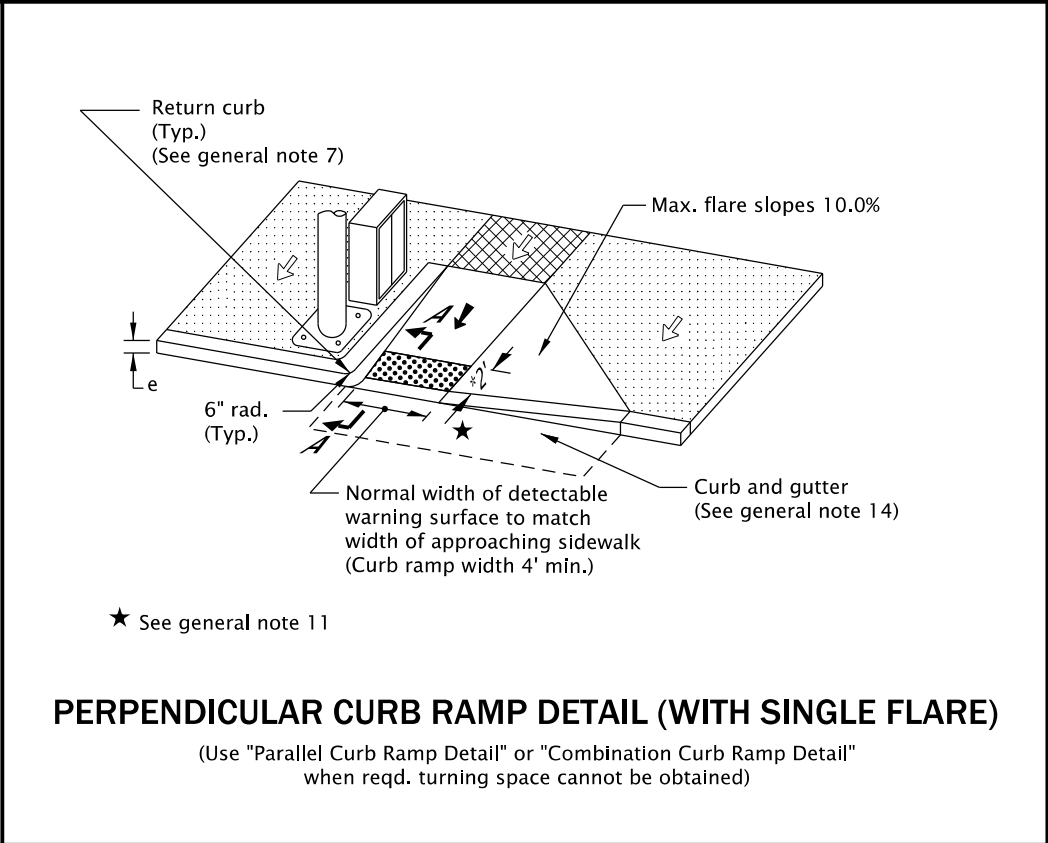
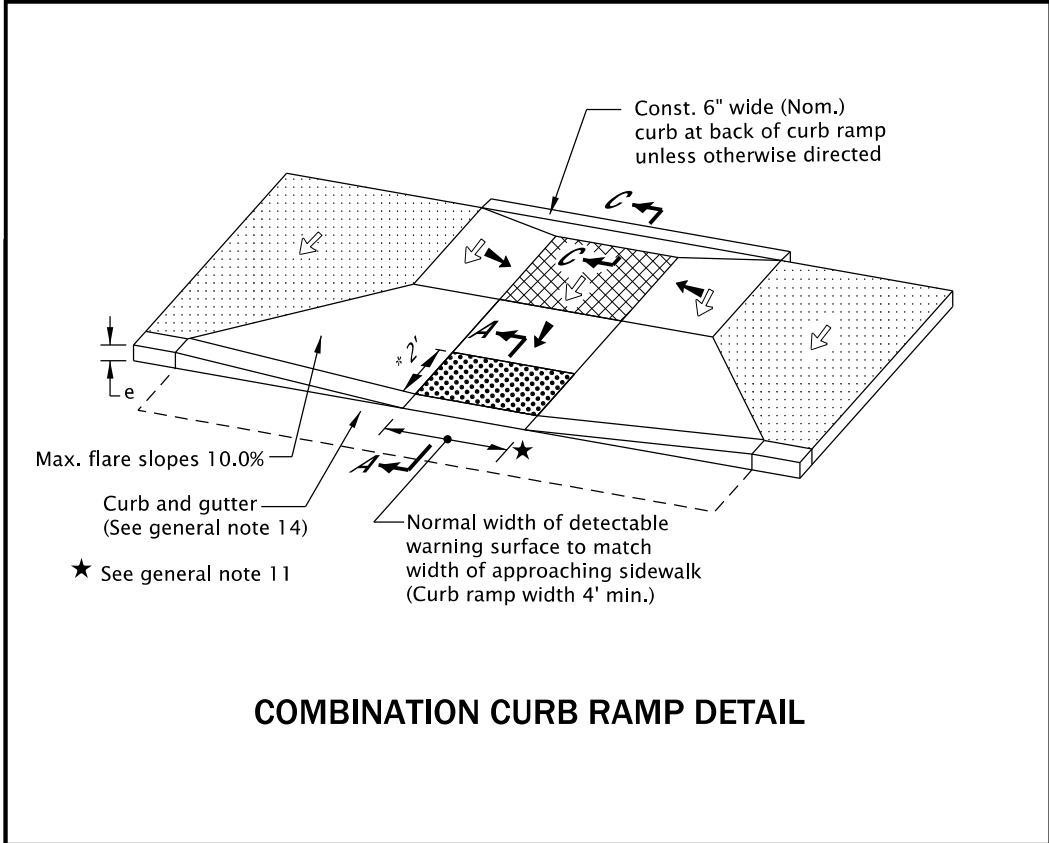
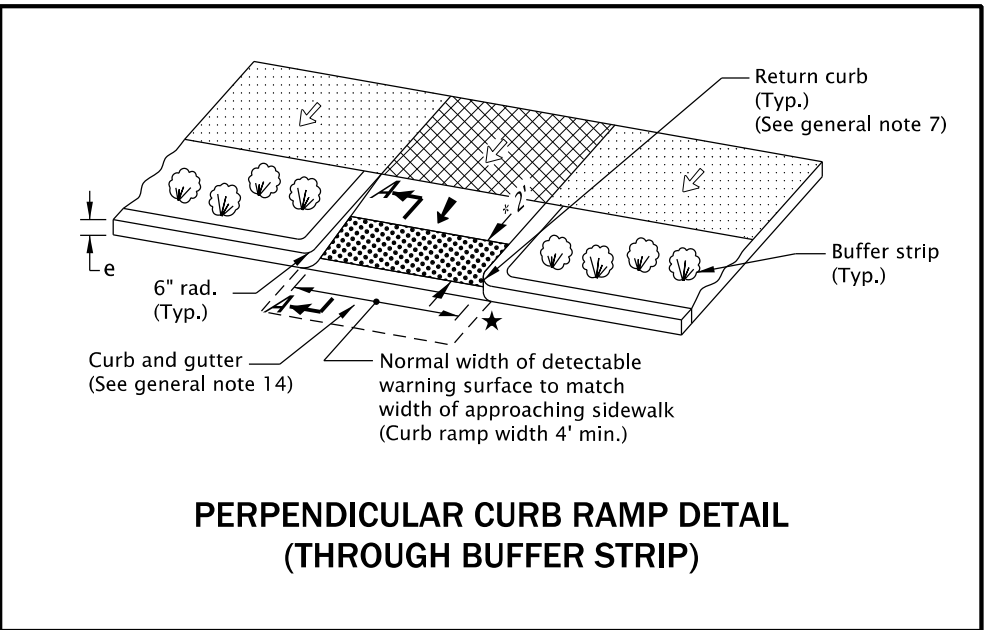
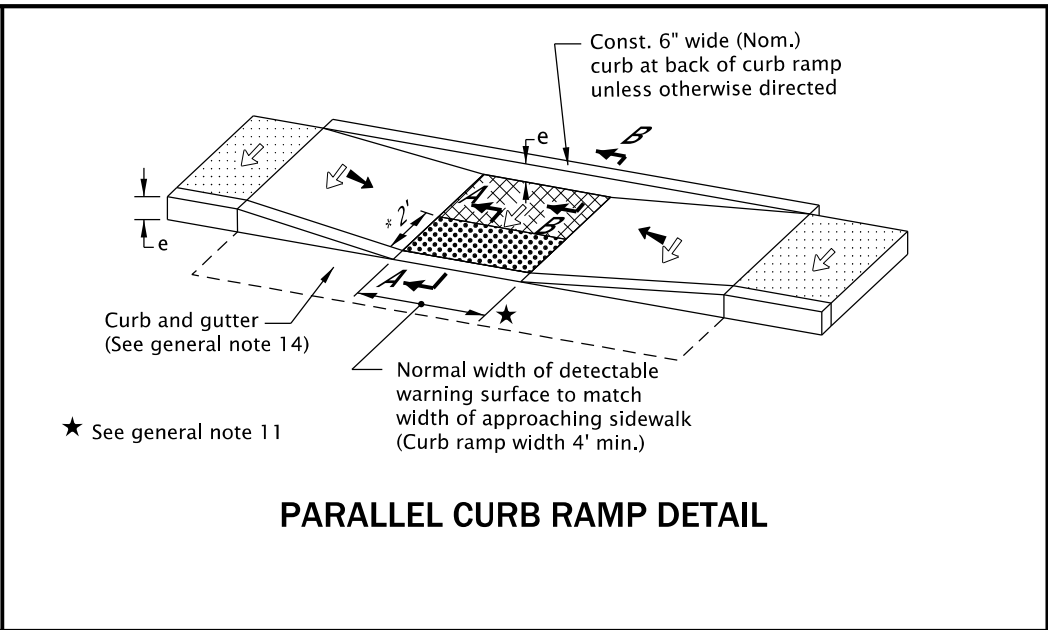
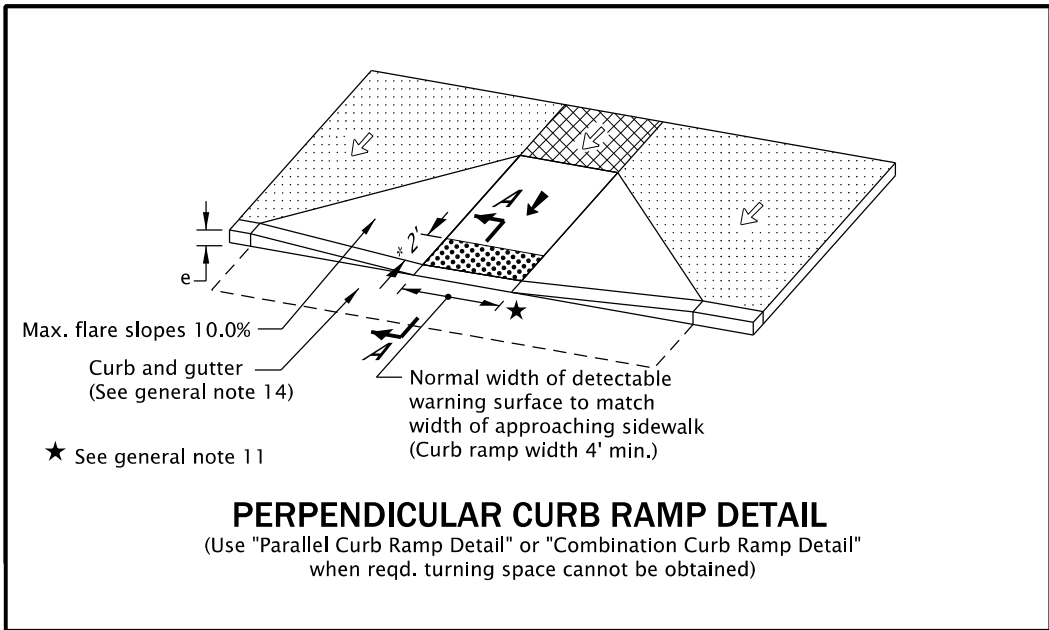
NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications.

CITY OF THE DALLES STANDARD DRAWING

**CURB RAMP AND TURNING SPACE
(FOR ENDS OF SIDEWALKS)**

2019

DATE	REVISION	DESCRIPTION
01-2018	ADDED TAPER OPTION DETAIL, REVISED DETAIL, REVISED & ADDED NOTES	
03-2018	ADDED SHOULDER OPTION DETAIL, REVISED DETAILS & NOTES	
07-2018	REVISED DETAILS & NOTES	



- GENERAL NOTES FOR ALL DETAILS:
1. Curb ramp details are based on ODOT applicable standards.
 2. See Std. Dwgs. RD700 & RD701 for curbs. See Std. Dwg. RD720 for sidewalks. See Std. Dwgs. TM503 & TM530 for crosswalk markings, widths, etc.
 3. Tooled joints are required at all curb ramp slope break lines.
 4. Curb ramp slopes shown are relative to the true level horizon (Zero bubble).
 5. Place detectable warning surface in the lower 2' adjacent to traffic of throat of curb ramp only. For details not shown, see Std. Dwgs. RD758 & RD759.
 6. 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.
 7. Return curb may be provided in lieu of flared slope only if protected from traverse by landscaping or fixed barrier. Return curb shall not reduce width of approaching sidewalk.

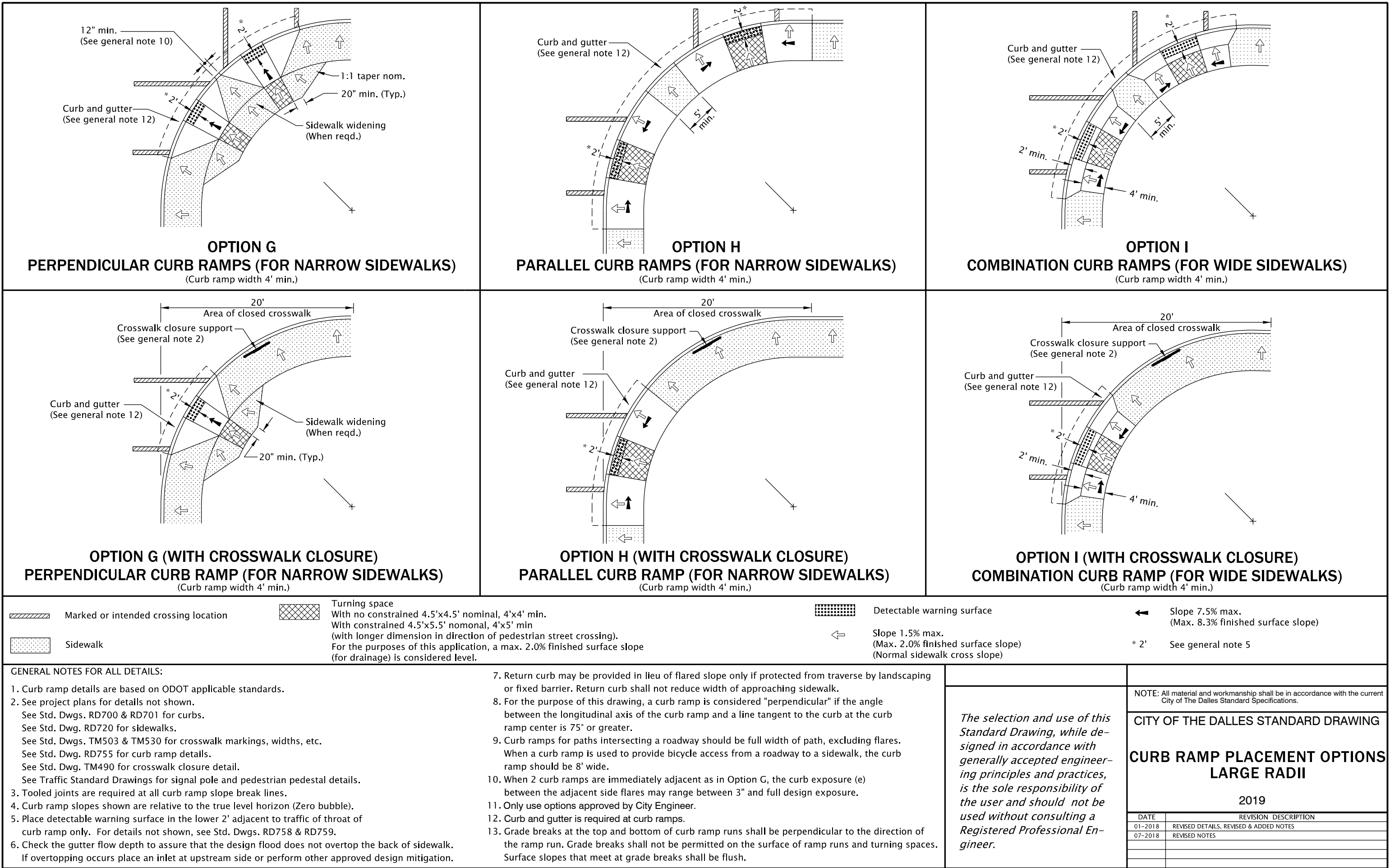
8. For the purpose of this drawing, a curb ramp is considered "perpendicular" if the angle between the longitudinal axis of the curb ramp and a line tangent to the curb at the curb ramp center is 75° or greater.
9. Curb ramps for paths intersecting a roadway should be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp should be 8' wide.
10. For curb ramp placement options, see Std. Dwgs. RD756 & RD757.
11. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk at curb ramp. If overtopping occurs place an inlet at upstream side of curb ramp or perform other approved design mitigation.
12. Only use details approved by the City Engineer.
13. Site conditions normally require a project specific design. See project plans for details not shown.
14. Curb and gutter is required at curb ramps.

<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>		NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications.	
		CITY OF THE DALLES STANDARD DRAWING	
		CURB RAMP DETAILS	
		2019	
		DATE	REVISION DESCRIPTION
		01-2018	REVISED DETAILS, REVISED & ADDED NOTES
		07-2018	REVISED DETAILS, REVISED & ADDED NOTES

rd756.dgn 16-JUL-2018

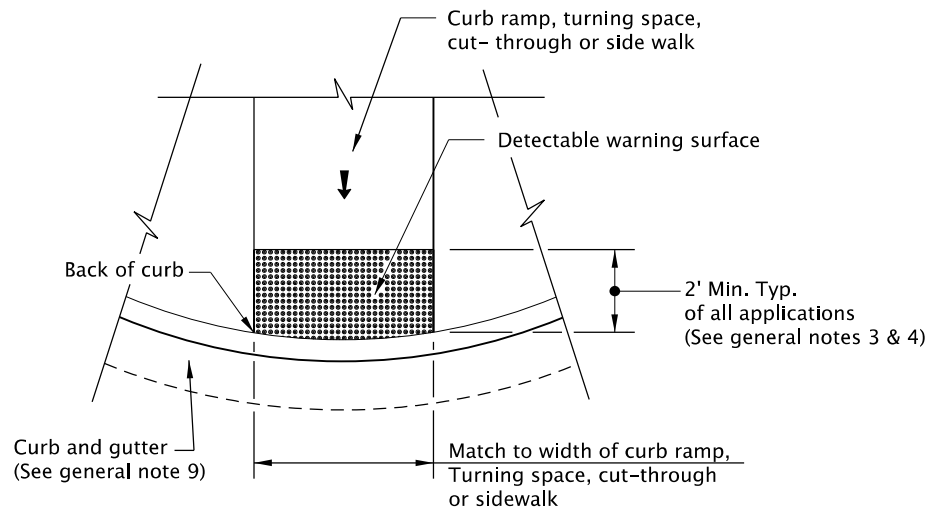
RD756

<p>OPTION A PERPENDICULAR CURB RAMPS WITH LANDSCAPED BUFFER STRIP (Curb ramp width 4' min.)</p>	<p>OPTION B PERPENDICULAR CURB RAMPS (FOR WIDE SIDEWALKS) (Curb ramp width 4' min.)</p>	<p>OPTION C PERPENDICULAR CURB RAMPS (FOR NARROW SIDEWALKS) (Curb ramp width 4' min.)</p>
<p>OPTION A (WITH CROSSWALK CLOSURE) PERPENDICULAR CURB RAMP WITH LANDSCAPED BUFFER STRIP (Curb ramp width 4' min.)</p>	<p>OPTION B (WITH CROSSWALK CLOSURE) PERPENDICULAR CURB RAMP (FOR WIDE SIDEWALKS) (Curb ramp width 4' min.)</p>	<p>OPTION C (WITH CROSSWALK CLOSURE) PERPENDICULAR CURB RAMP (FOR NARROW SIDEWALKS) (Curb ramp width 4' min.)</p>
<div><div> Marked or intended crossing location</div><div> Sidewalk</div></div>	<div><div> Turning space With no constrained 4.5'x4.5' nominal, 4'x4' min. With constrained 4.5'x5.5' nominal, 4'x5' min. (with longer dimension in direction of pedestrian street crossing). For the purposes of this application, a max. 2.0% finished surface slope (for drainage) is considered level.</div><div> Detectable warning surface</div></div>	<div><div> Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)</div><div> Slope 7.5% max. (Max. 8.3% finished surface slope)</div><div><div>* 2'</div><div>See general note 5</div></div></div>
<div>GENERAL NOTES FOR ALL DETAILS:</div> <div><div><div>1. Curb ramp details are based on ODOT applicable standards.</div><div>2. See project plans for details not shown. See Std. Dwgs. RD700 & RD701 for curbs. See Std. Dwg. RD720 for sidewalks. See Std. Dwgs. TM503 & TM530 for crosswalk marking, widths, etc. See Std. Dwg. RD755 for curb ramp details. See Std. Dwg. TM490 for crosswalk closure detail. See Traffic Standard Drawings for signal pole and pedestrian pedestal details.</div><div>3. Tooled joints are required at all curb ramp slope break lines.</div><div>4. Curb ramp slopes shown are relative to the true level horizon (Zero bubble).</div><div>5. Place detectable warning surface in the lower 2' adjacent to traffic of throat of curb ramp only. For details not shown, see Std. Dwgs. RD758 & RD759.</div><div>6. Check the gutter flow depth to assure that the design flood does not overtop the back of sidewalk. If overtopping occurs place an inlet at upstream side or perform other approved design mitigation.</div></div><div><div>7. Return curb may be provided in lieu of flared slope only if protected from traverse by landscaping or fixed barrier. Return curb shall not reduce width of approaching sidewalk.</div><div>8. For the purpose of this drawing, a curb ramp is considered "perpendicular" if the angle between the longitudinal axis of the curb ramp and a line tangent to the curb at the curb ramp center is 75° or greater.</div><div>9. Curb ramps for paths intersecting a roadway should be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp should be 8' wide.</div><div>10. When 2 curb ramps are immediately adjacent as in Options B & C, the curb exposure (e) between the adjacent side flares may range between 3" and full design exposure.</div><div>11. Use only options approved by City Engineer.</div><div>12. Curb and gutter is required at curb ramps.</div><div>13. 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.</div></div></div> <div><div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> 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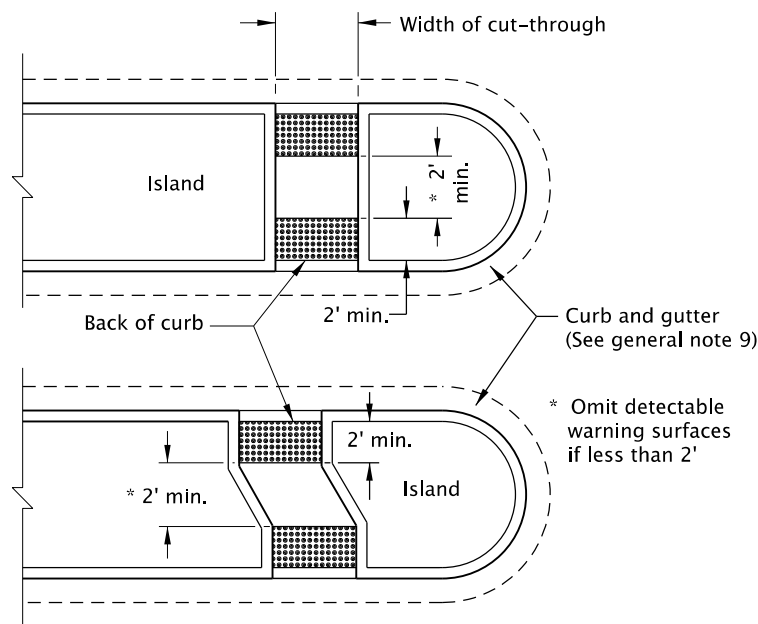


rd758.dgn 16-JUL-2018

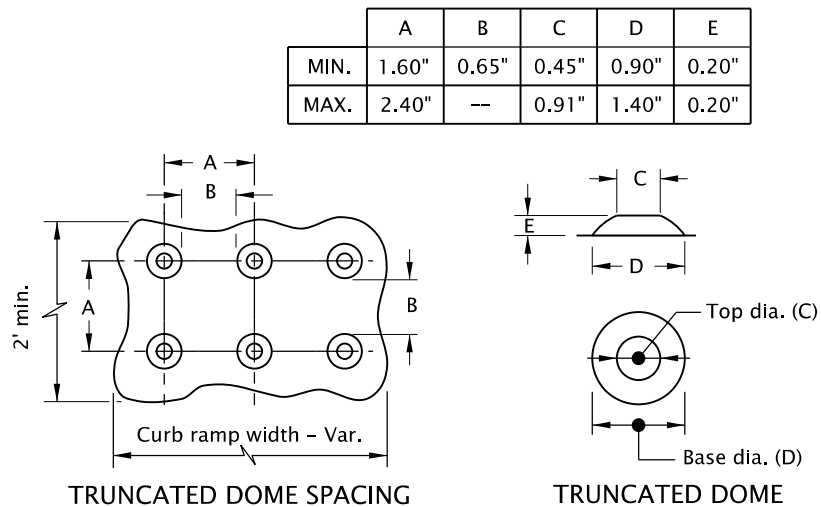
RD758



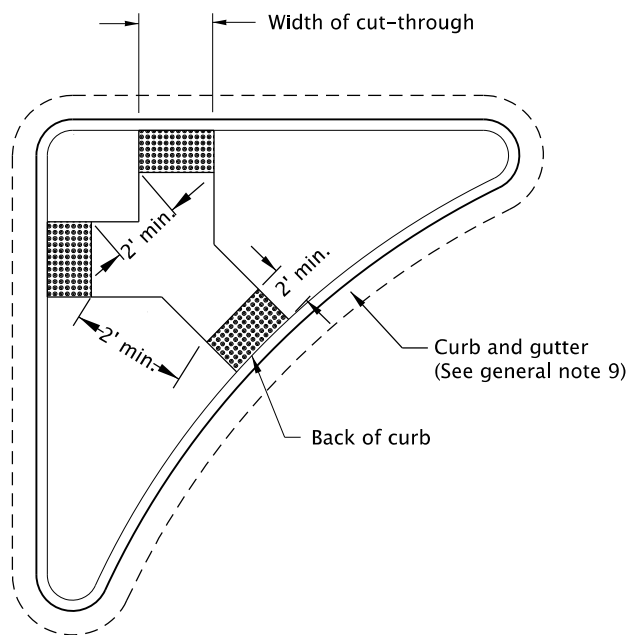
DETECTABLE WARNING SURFACE DETAIL



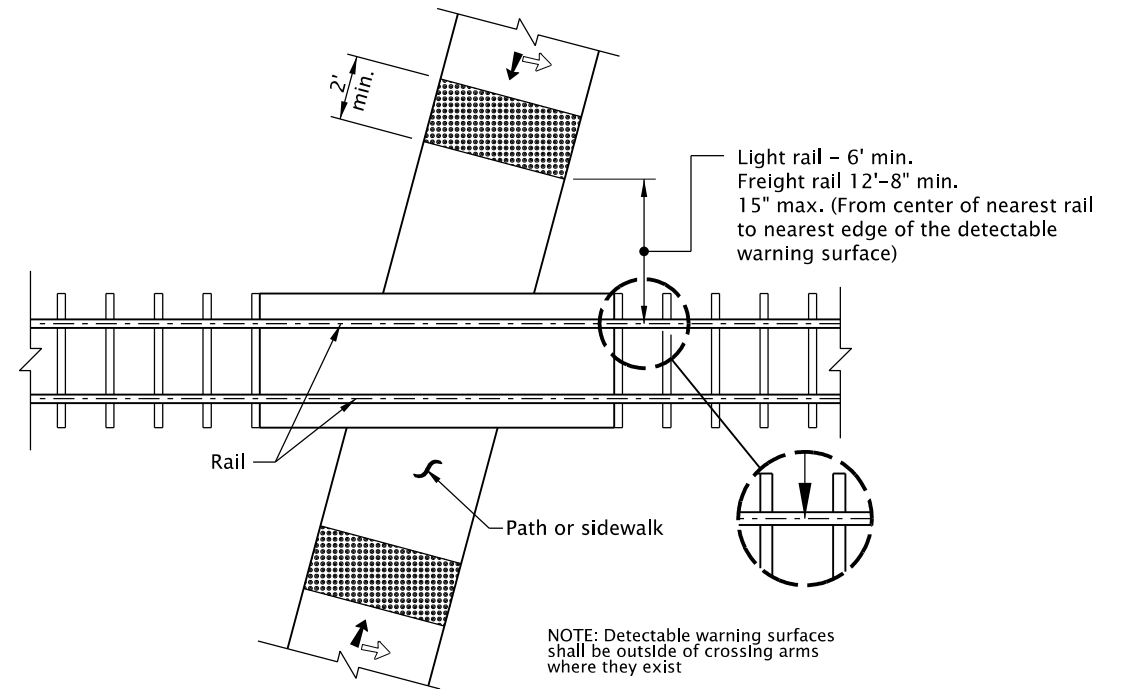
MEDIAN CROSSING ISLAND



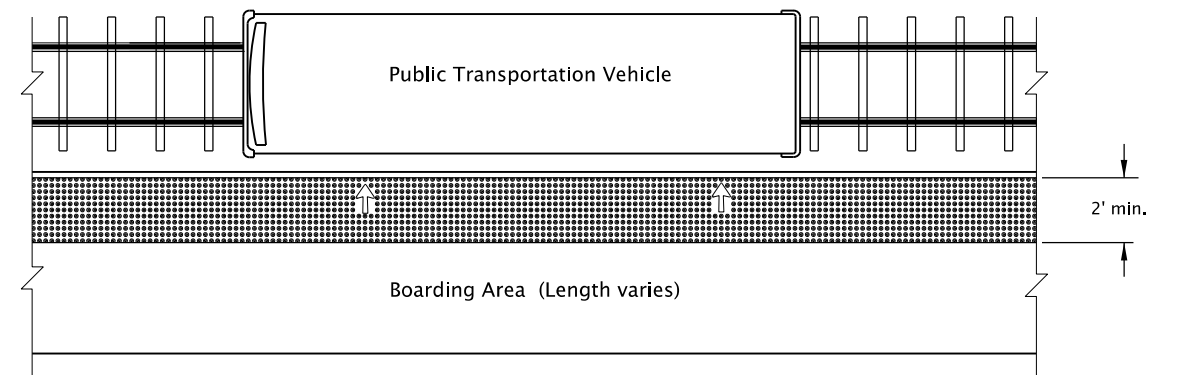
TRUNCATED DOME DETAILS



ISLAND CUT-THROUGH



AT-GRADE RAIL CROSSING






PUBLIC TRANSPORTATION PLATFORM

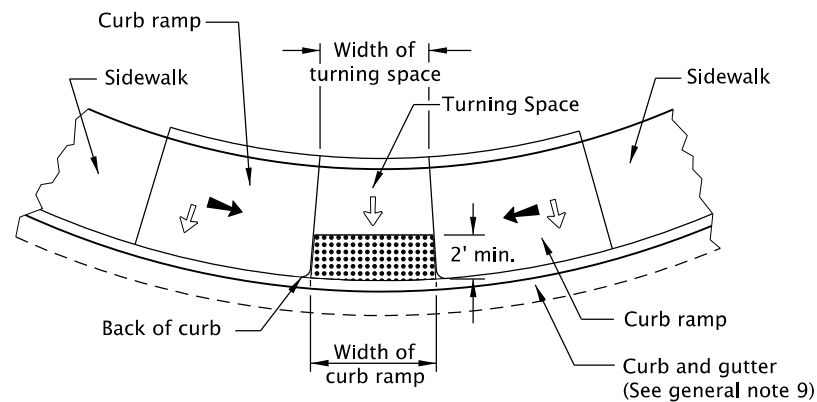
(See general note 6)

GENERAL NOTES FOR ALL DETAILS:

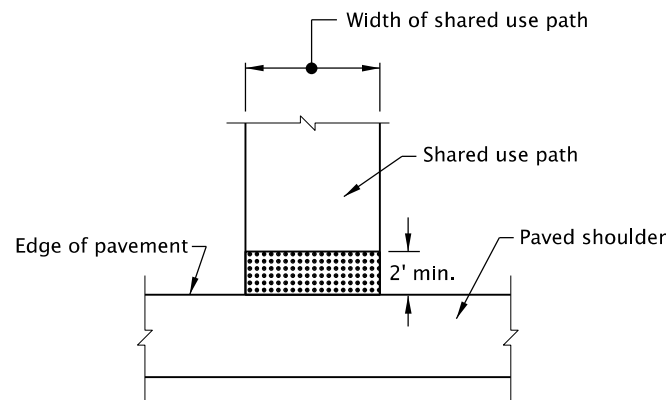
1. Detectable warning surface details & locations are based on ODOT applicable Standards.
2. See project plans for details not shown.
See Std. Dwgs. RD700 & RD701 for curbs.
See Std. Dwg. RD720 for sidewalks.
See Std. Dwgs. TM503 & TM530 for crosswalk markings, widths, etc.
See Std. Dwgs. RD705 & RD710 for islands.
3. The detectable warning surface shall extend the full width of the curb ramp, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted.
4. Detectable warning surface shall typically be placed at the back of curb across the roadway entrance. Detectable warning surface placement for perpendicular ramps vary as shown. Detectable warning surface may be radical or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Color to be safety yellow if no color specified in construction note.

5. Detectable warning surface shall be used where the pedestrian access route meets the street, in the following locations:
 - a) Curb ramps (See Std. Dwgs. RD755, RD756, & RD757).
 - b) Crossing islands (Accessible Route Islands), (See Std. Dwg. RD710).
 - c) Rail crossings (See detail).
6. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards.
7. Detectable warning surface shall not be used on the following locations:
 - a) End of sidewalk transitions that are not at the crosswalk (See Std. Dwg. RD754).
 - b) Uncontrolled standard concrete driveways (See Std. Dwgs. RD725, RD730, RD735, RD740, RD745, & RD750).
 - c) Parking lots.
8. Only use details approved by City Engineer.
9. Curb and gutter is required at curb ramps.
10. 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.

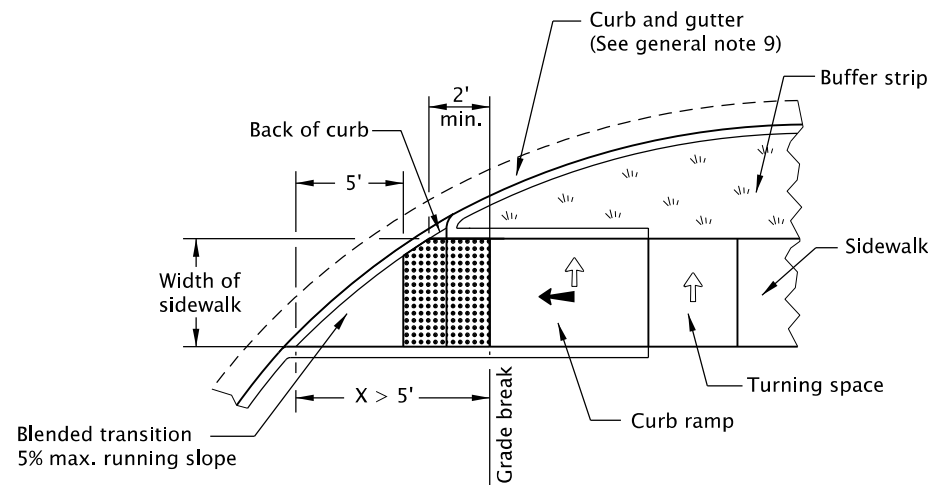
	Detectable warning surface		Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
	Slope 7.5% max. (Max. 8.3% finished surface slope)		
		NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications.	
<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>		CITY OF THE DALLES STANDARD DRAWING	
		DETECTABLE WARNING SURFACE DETAILS & PLACEMENT LOCATIONS	
		2019	
		DATE	REVISION DESCRIPTION



PARALLEL CURB RAMP

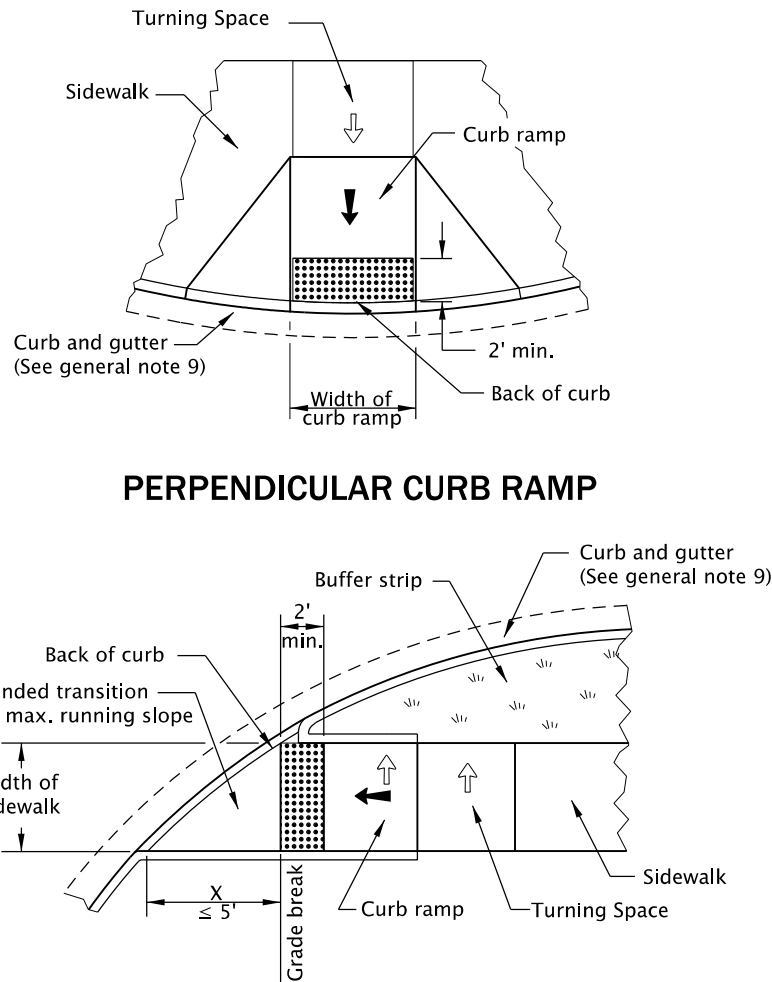


SHARED-USE PATH CONNECTION

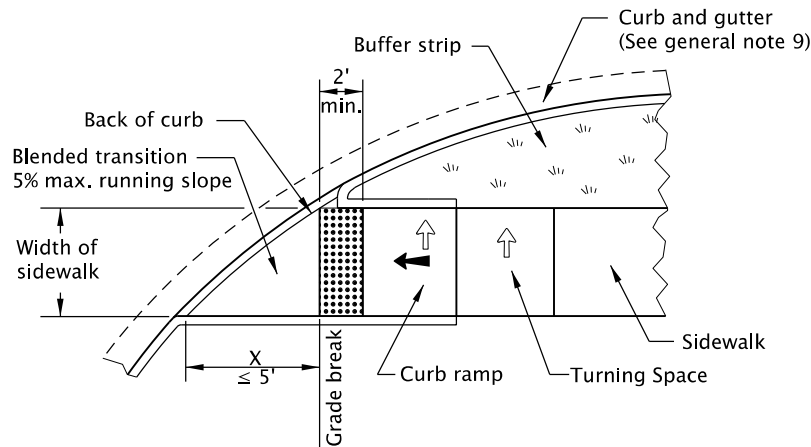


CURB RAMP CROSSING
GRADE BREAK > 5 FT. FROM BACK OF CURB
OPTION 1

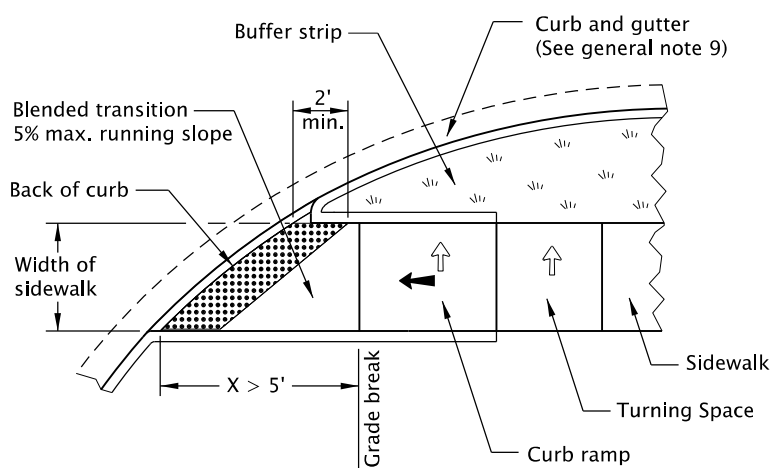
(Detectable warning surface shall be placed in area from curb ramp grade break to within 5' of curb)



PERPENDICULAR CURB RAMP



CURB RAMP CROSSING
GRADE BREAK ≤ 5 FT. FROM BACK OF CURB
(Detectable warning surface shall be placed on the bottom of the curb ramp directly above the grade break)






CURB RAMP CROSSING
GRADE BREAK > 5 FT. FROM BACK OF CURB
OPTION 2

(Detectable warning surface shall be placed in the lower 2' adjacent to traffic of curb ramp throat at the back of curb)

GENERAL NOTES FOR ALL DETAILS:

- Detectable warning surface details & locations are based on ODOT applicable Standards.
- See project plans for details not shown.
See Std. Dwgs. RD700 & RD701 for curbs.
See Std. Dwg. RD720 for sidewalks.
See Std. Dwgs. TM503 & TM530 for crosswalk markings, widths, etc.
See Std. Dwgs. RD705 & RD710 for islands.
- The Detectable Warning Surface shall extend the full width of the curb ramp, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the Detectable warning surface is permitted.
- Detectable warning surface shall typically be placed at the back of curb across the roadway entrance. Detectable warning surface placement for perpendicular ramps vary as shown. Detectable warning surface may be radical or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Color to be safety yellow if no color specified in construction note.
- Detectable warning surface shall be used where the pedestrian access route meets the street, in the following locations:
 - Curb ramps (See Std. Dwgs. RD755, RD756, & RD757).
 - Crossing islands (Accessible Route Islands), (See Std. Dwg. RD710).
 - Rail crossings (See Std. Dwg. RD758).
- Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards (See Std. Dwg. RD758).
- Detectable warning surface shall not be used on the following locations:
 - End of sidewalk transitions that are not at the crossing (See Std. Dwg. RD754).
 - Standard concrete driveways that are not at the crossing (See Std. Dwgs. RD725, RD730, RD735, RD740, RD745, & RD750).
 - Parking lots.
- Only use details approved by City Engineer.
- Curb and gutter required at curb ramps.
- 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.

-  Detectable warning surface
-  Slope 1.5% max.
(Max. 2.0% finished surface slope)
-  Slope 7.5% max.
(Max. 8.3% finished surface slope)

NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications.

CITY OF THE DALLES STANDARD DRAWING
DETECTABLE WARNING SURFACE
DETAILS & PLACEMENT
LOCATIONS
2019

DATE	REVISION	DESCRIPTION
07-2018	REPLACED DRAWING TITLE, REVISED DETAILS & NOTES	

City of The Dalles ADA Decision Matrix

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ADA DECISION MATRIX

Design guidance for the alteration of pedestrian facilities in the
public right-of-way

January 2019

Title VI and Americans with Disabilities Act (ADA) Information: It is City of The Dalles policy to assure that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, as amended, be excluded from participation in, be denied the benefits of, or otherwise be discriminated against under any City sponsored program or activity.

The City of The Dalles ADA Decision Matrix is based on the 2015 Snohomish County ADA Decision Matrix.

1

The ADA Decision Matrix pertains to the alteration of pedestrian facilities in the public right-of-way. The intent of the ADA Decision Matrix is to provide consistent design guidance to engineers, contractors, and inspectors on issues where the ADA is silent, vague or unclear, or where the City requirements are more stringent than the requirements of the ADA. The ADA Decision Matrix is not meant to provide an answer to every conceivable situation, and there will occasionally be exceptions to the guidance that are dependent upon field conditions.

2

Pedestrian facilities that cannot be altered to fully comply with ADA standards shall be altered to the maximum extent feasible (MEF) as indicated in documentation stamped and signed by a Professional Engineer licensed to practice in the State of Oregon. All MEF designs and documentation require a Design Exception through the City of The Dalles Engineering Division. For more information about the MEF Designs and Design Exception process and to obtain a copy of the Design Exception Application please visit the City of The Dalles Public Works Department at 1215 West First Street, The Dalles OR 97058 or call (541) 296-5401.

3

To obtain more information on how the City of The Dalles evaluates pedestrian facilities in the public right-of-way for compliance with ADA standards, guidelines please visit the City of The Dalles Public Works Department at 1215 West First Street, The Dalles OR 97058 or call (541) 296-5401.

4

The ADA Decision Matrix is a dynamic document and is expected to change and be updated as ADA standards change and/or additional guidance is provided. To comment or recommend changes to the ADA Decision Matrix email the City of The Dalles ADA Coordinator at mbosse@ci.the-dalles.or.us, or call (541) 296-5401.

Scenario A: I will be altering a sidewalk as part of a project. What is the extent of the ADA improvements I'm required to make if the project limits include . . . 3

Figure 1 – Reconstructed Sidewalk Mid-Block 4

Figure 2 – Reconstructed Sidewalk at or Adjacent to an Intersection 5

Scenario B: I will be altering Curb Ramp "A" on one side of a crosswalk to meet ADA requirements. Am I also required to do additional ADA compliance work or pedestrian facility improvements on the other side of the crosswalk from Curb Ramp "A" if . . . 6

Figure 3 – Corresponding Ramp Requirements (Non-Compliant Ramp "B") 7

Figure 4 – Corresponding Ramp Requirements (Missing Ramp "B") 8

Scenario C: The project I am working on will require an overlay or restoration work to the roadway pavement. Will I be required to upgrade curb ramps as part of the project if the type of pavement work includes . . . 9

Figure 5 – Full and Half-Width Overlays 10

Scenario D: I'm altering an existing ramp that doesn't have a detectable warning surface (DWS). Do I need to install DWS on the ramp if it is located at a(n) . . . 11

Scenario E: I'm required to alter curb ramps on both sides of a crosswalk but there is an obstacle on one side of the crosswalk that will conflict with the placement/alteration of one of the curb ramps. What should I do if the obstacle is . . . 12

Figure 6 – Driveway Curb Ramp Combo for Vertical Curbs 13

Figure 7 – Driveway Curb Ramp Combo for Vertical Curbs with Planter Strips 14

Figure 8 – Driveway Curb Ramp Combo for Rolled Curbs 15

Figure 9a – Driveway Curb Ramp Combo for Rolled Curb with Planter Strip 16






Figure 9b – Driveway Curb Ramp Combo for Rolled Curb with Planter Strip 17

Figure 10 – Crosswalk Skew Due to Existing Constraint on Receiving End 18

Scenario F: I'm working on an alteration project at a signalized intersection or mid-block crossing with a signal or beacon. Will I be required to install an Accessible Pedestrian Signal (APS) if the scope of my work is to . . . 19

Scenario A

I will be altering a sidewalk as part of a project. What is the extent of the ADA improvements I'm required to make if the project limits include . . .

1	2	3	4	5
An existing non-compliant curb ramp?	Trenching or saw cutting through one or more sidewalk panels*?	An existing non-compliant driveway crossing?	Alteration work up to the point of curvature of the corner radius of an intersection?	Alteration work through the point of curvature of the corner radius of an intersection?
 <p>RESPONSE 1: The existing curb ramp shall be reconstructed to meet the requirements of the ADA.</p>	 <p>RESPONSE 2: Trenching or saw cutting requires full panel replacement*. The replacement panels shall be reconstructed to meet the requirements of the ADA. A transition segment shall be created on one or both sides, as needed, to warp back to the existing sidewalk cross slope; or vertical discontinuities up to 0.5 in maximum can be beveled at 1:2 minimum (See Figure 1).</p>	 <p>RESPONSE 4: Reconstruct the driveway to meet ADA requirements or construct a compliant pedestrian access route around the back of the driveway.</p> <p>Sidewalk panels on both sides of the driveway may need to be reconstructed to transition back to the existing sidewalk cross slope, or vertical discontinuities up to 0.5 in maximum can be beveled at 1:2 minimum.</p>	 <p>RESPONSE 5: Non-compliant curb ramps and/or sidewalk panels located wholly or partially within the project limits prior to the point of curvature of the corner radius of the intersection shall be reconstructed to meet ADA requirements (See Figure 2).</p>	 <p>RESPONSE 6: Non-compliant curb ramps and/or sidewalk panels located wholly or partially within the project limits and located wholly or partially within the corner radius of the intersection shall be reconstructed to meet ADA requirements (See Figure 2).</p>

* For the purposes of this document a panel is from joint to joint (contraction or expansion).

Figure 1 – Mid-Block Sidewalk Alterations

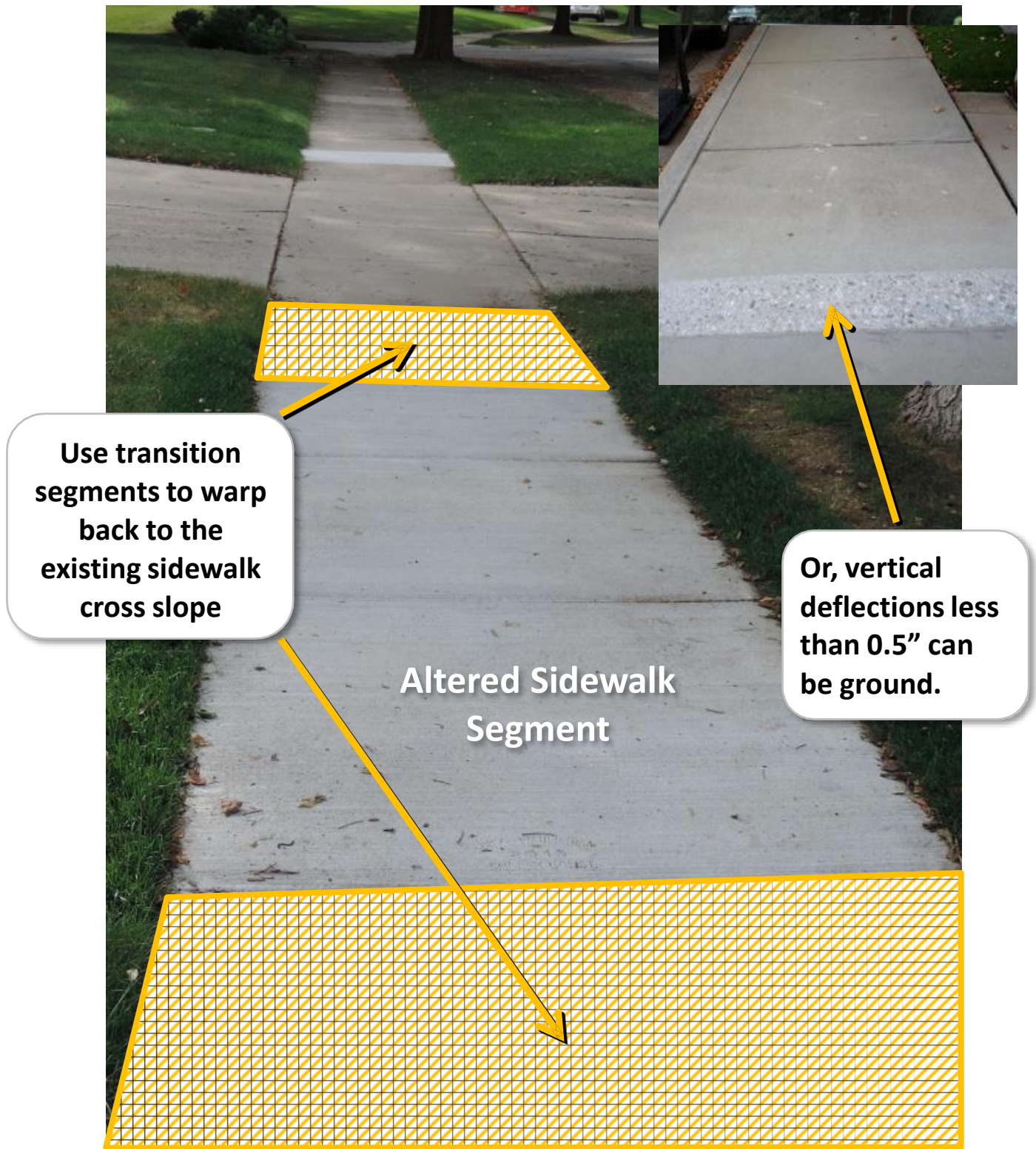


Figure 2 – Sidewalk Alteration Projects at or Adjacent to an Intersection



Sidewalk Alteration Project Limits

A

Sidewalk alteration project limits that do not extend into the corner radius of the intersection do not require the curb ramps located wholly within the corner radius to be reconstructed.

B

Sidewalk alteration projects that extend into the corner radius of the intersection require the curb ramps located wholly or partially within the corner radius to be reconstructed.

I will be altering Curb Ramp “A” on one side of a crosswalk to meet ADA requirements. Am I also required to do additional ADA compliance work or pedestrian facility improvements on the other side of the crosswalk from Curb Ramp “A” if . . .





1	2	3	4
There is a curb ramp (Ramp “B”) on the other side of the crossing but it is not ADA compliant?	There is sidewalk/curb/gutter on the other side of the crossing but no curb ramp (Ramp “B” is missing)?	There is no sidewalk/curb/gutter on the other side of the crossing?	The other side of the crossing lands in a driveway?
 <p>RESPONSE 1: No, you will not be required to reconstruct Curb Ramp “B” to meet the ADA requirements (See Figure 3).</p>	 <p>RESPONSE 2: Yes, you will be required to install Curb Ramp “B” which shall be constructed to meet ADA requirements (See Figure 4).</p>	 <p>RESPONSE 3: No.</p>	 <p>RESPONSE 4: Refer to Scenario E.</p>

Figure 3 – Corresponding Ramp Requirements (Non-Compliant Ramp “B”)

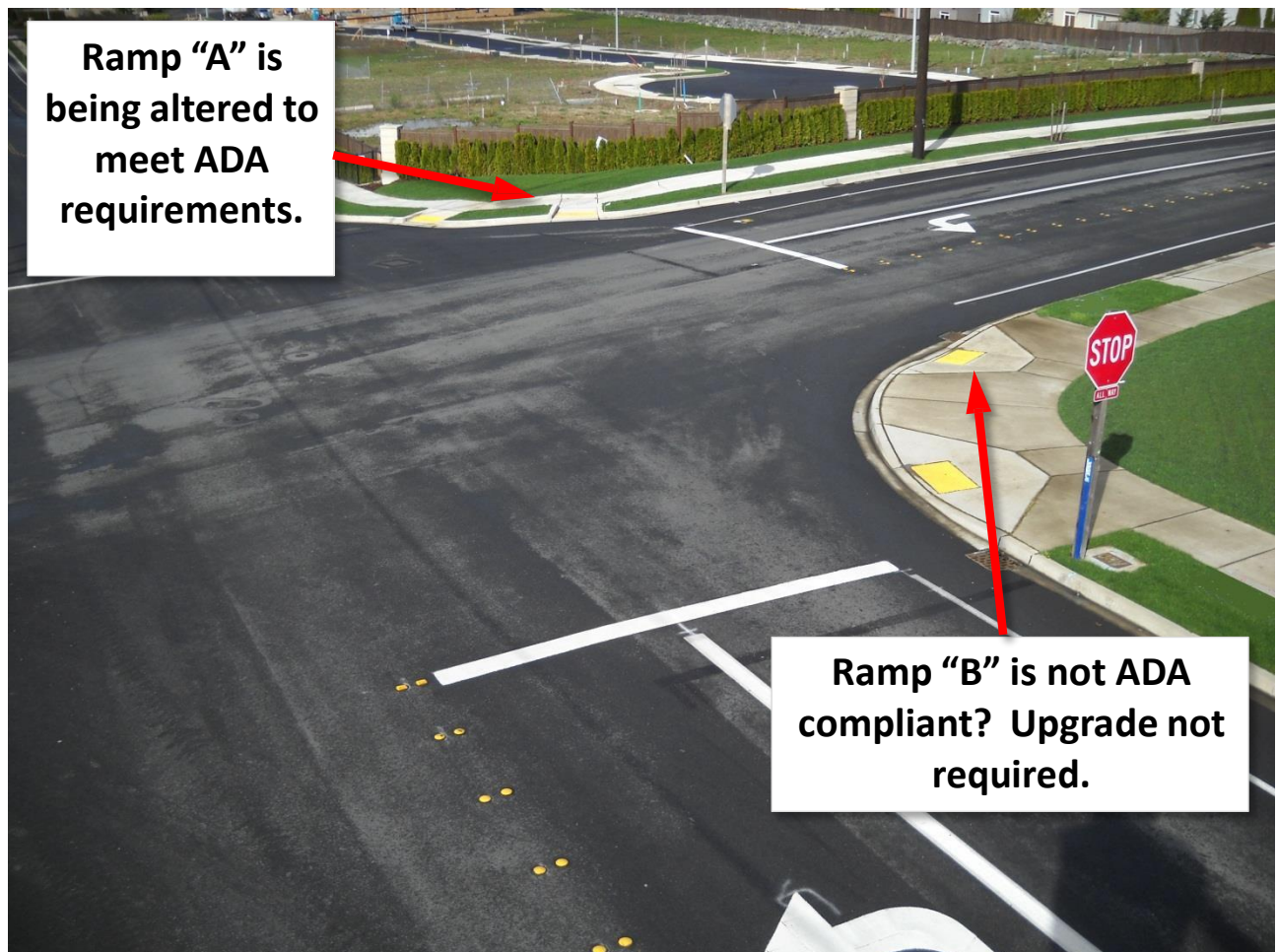
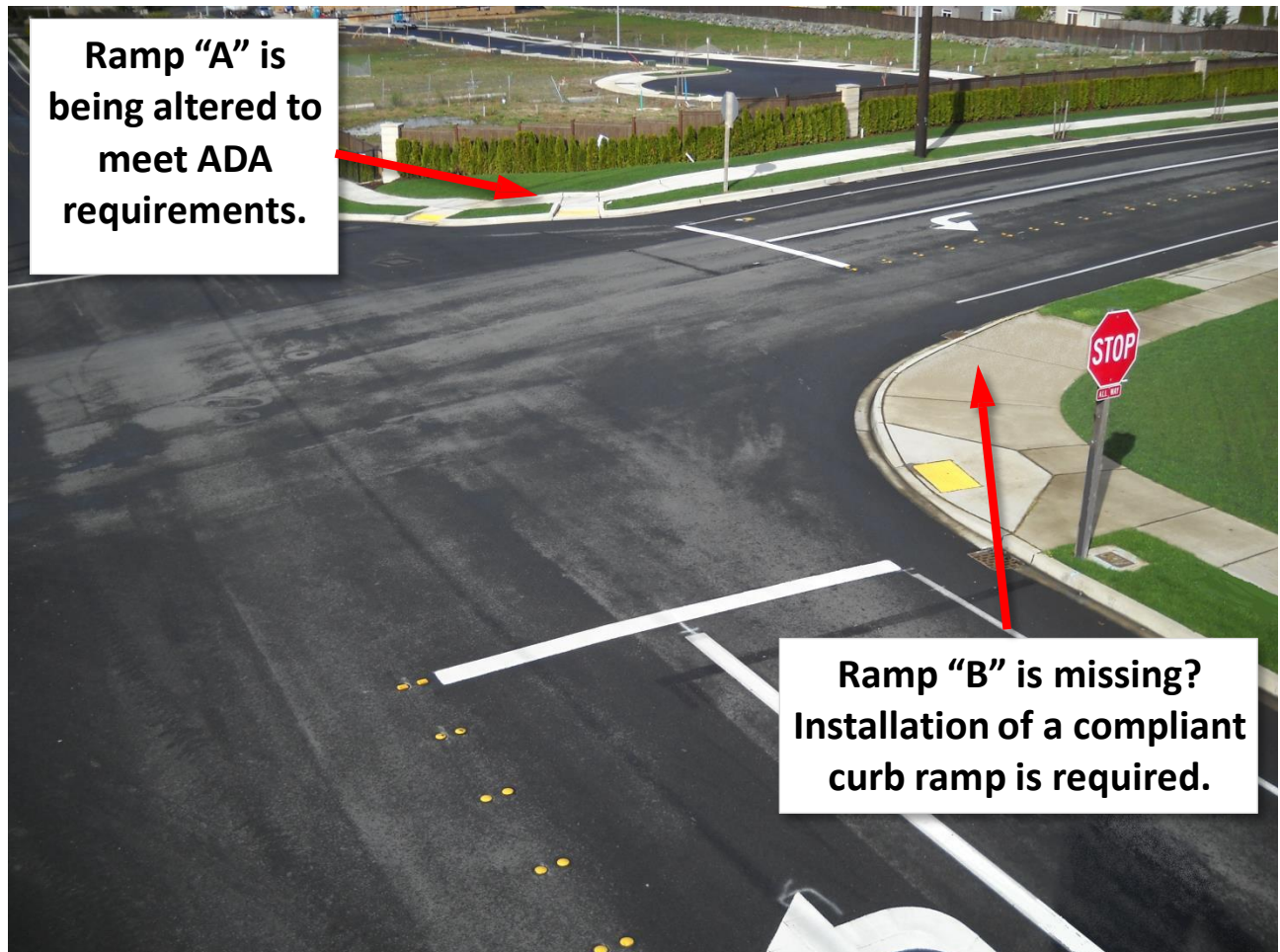


Figure 4 – Corresponding Ramp Requirements (Missing Ramp “B”)



The project I am working on will require an overlay or restoration work to the roadway pavement. Will I be required to upgrade curb ramps as part of the project if the type of pavement work includes . . .




1	2	3
Crack filling, sealing (surface, chip, slurry, fog, scrub, and crack), joint repairs, dowel bar retrofit, friction treatments, or diamond grinding of the roadway surface?	Addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing, thin lift overlays, cape seals, or in-place asphalt recycling of the roadway surface?	A half width overlay?
 <p>RESPONSE 1: No, curb ramps are not required to be upgraded in conjunction with roadway maintenance work.</p>	 <p>RESPONSE 2: Yes, the curb ramp(s) for each pedestrian crossing improved through the means listed above shall be constructed / reconstructed to meet the requirements of the ADA.</p> <p>For a guide on which ramps at intersections require upgrades as part of a full width overlay See Figures 5a & 5b.</p>	 <p>RESPONSE 3: Yes, the curb ramp(s) for each pedestrian crossing improved through the means listed above shall be constructed / reconstructed to meet the requirements of the ADA.</p> <p>For a guide on which ramps at intersections require upgrades as part of a half width overlay See Figure 5a & 5b.</p>

Figure 5a – Overlay Reconstruction Requirements – Standard Curb Ramps

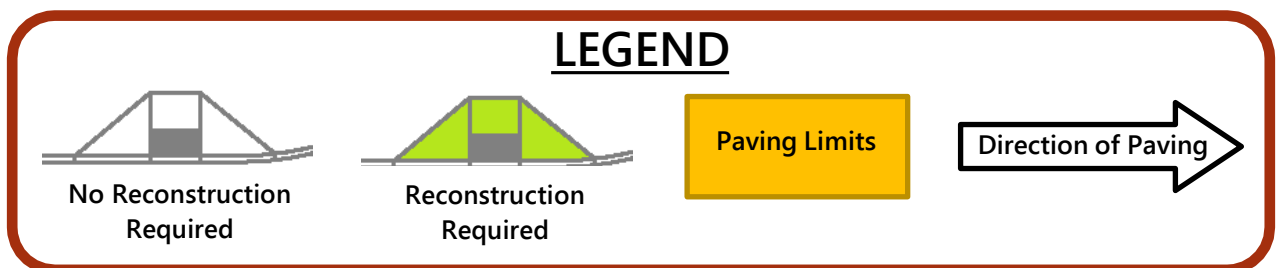
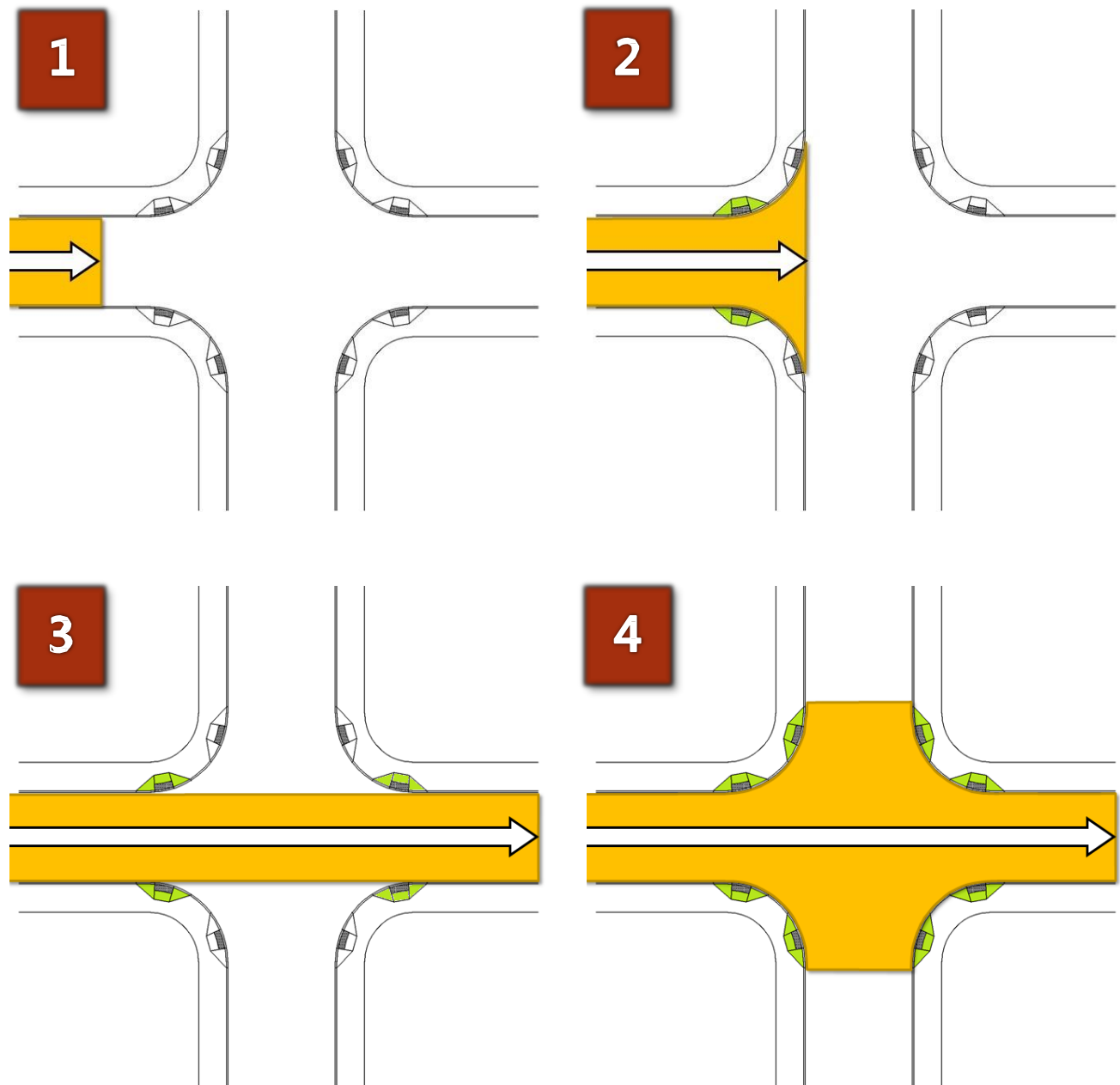
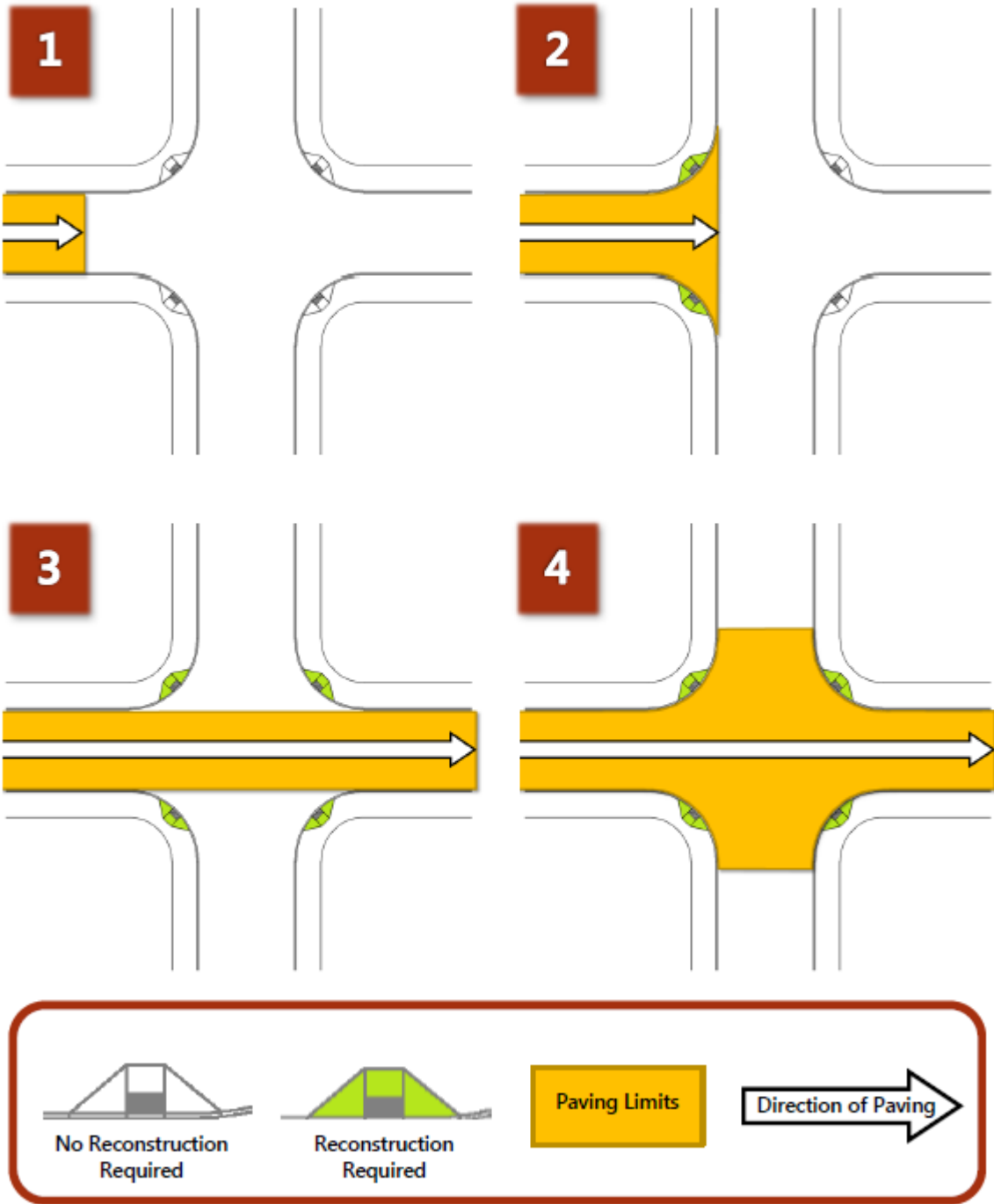








Figure 5b – Overlay Reconstruction Requirements – Diagonal Curb Ramps



I'm altering an existing ramp that doesn't have a detectable warning surface (DWS). Do I need to install DWS on the ramp if it is located at a(n) . . .

1	2	3	4	5	6
Pedestrian crossing of an intersection or a mid-block crossing?	Crossing of a residential driveway?	Crossing of a commercial driveway?	Crossing of an auto court or alley?	End of sidewalk transition from the sidewalk to the shoulder/roadway?	Crossing of a private road?
					
RESPONSE 1: Yes.	RESPONSE 2: No.	RESPONSE 3: Only if the commercial driveway is constructed with returned curbs or is signaled.	RESPONSE 4: Only if the auto court or alley is constructed with returned curbs or is signaled.	RESPONSE 5: No.	RESPONSE 6: Only if the private road is constructed with returned curbs or is signaled.

I'm required to alter curb ramps on both sides of a crosswalk but there is an obstacle on one side of the crosswalk that will conflict with the placement/alteration of one of the curb ramps. What should I do if the obstacle is . . .




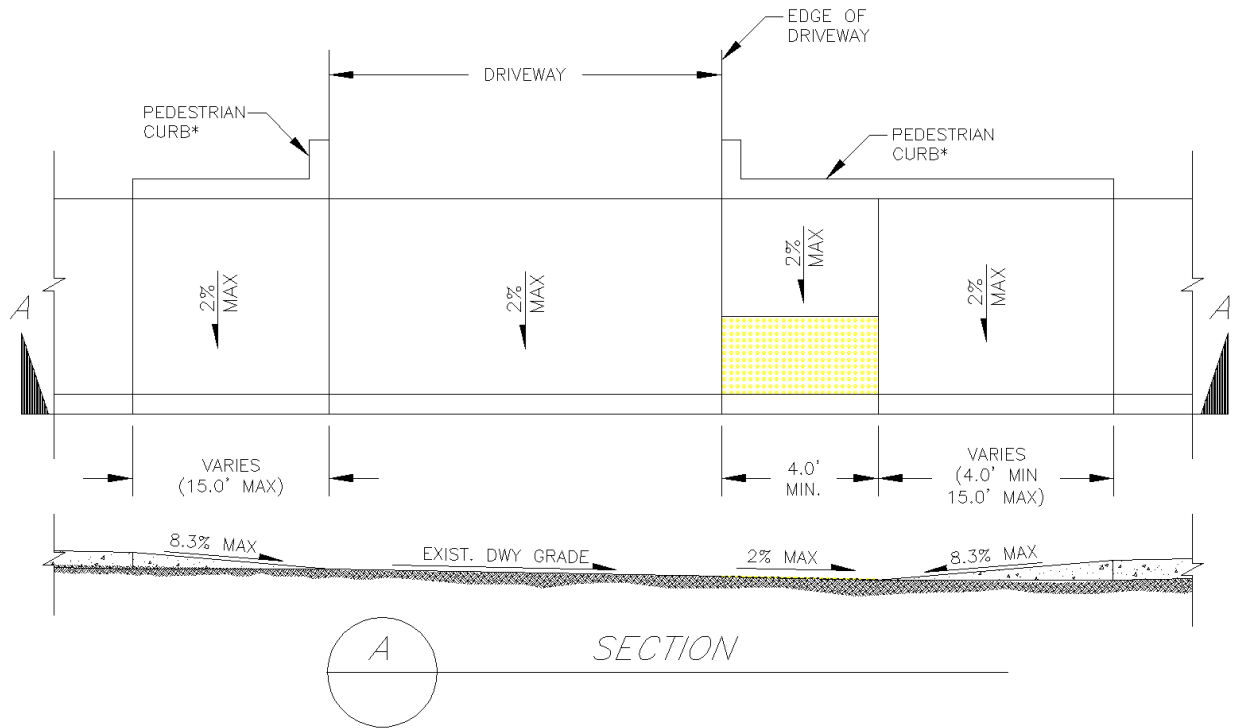
1	2	3
A driveway constructed through a vertical curb sidewalk?	A driveway constructed through a rolled curb sidewalk?	A utility or traffic signal junction box or other utility component such as catch basin or manhole cover, etc.?
 <p>RESPONSE 1: Construct a curb ramp at the same elevation as the driveway but outside of the vehicular traveled way (See Figures 6 & 7).</p> <p>The crossing may be skewed up to 15 degrees horizontally from the center of the existing crossing to allow the new curb ramp to be placed adjacent to the driveway (See Figure 10).</p>	 <p>RESPONSE 2: Construct a curb ramp adjacent to the driveway but outside of the vehicular traveled way (See Figure 8 & 9).</p> <p>The crossing may be skewed up to 15 degrees horizontally from the center of the existing crossing to allow the new curb ramp to be placed adjacent to the driveway (See Figure 10).</p>	 <p>RESPONSE 3: If moving the utility and/or traffic signal component would be outside the scope of the project the crossing may be skewed up to 15 degrees horizontally from the center of the existing crossing to allow the new curb ramp to be placed adjacent to the utility and/or traffic signal component (See Figure 10).</p> <p>Other options include lowering curb height requirements, adding slip-resistant surface treatments to utility covers, or making slight adjustments to the elevation of the access points to the utilities or traffic signal equipment covers or junction boxes. Please discuss these other options with the City before applying them to a particular project.</p>

Figure 6 – Driveway Curb Ramp Combo for Vertical Curbs



*PEDESTRIAN CURB SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. INSTALLATION OF PEDESTRIAN CURB DEPENDS ON FIELD CONDITIONS.

Figure 7 – Driveway Curb Ramp Combo for Vertical Curbs with Planter Strips

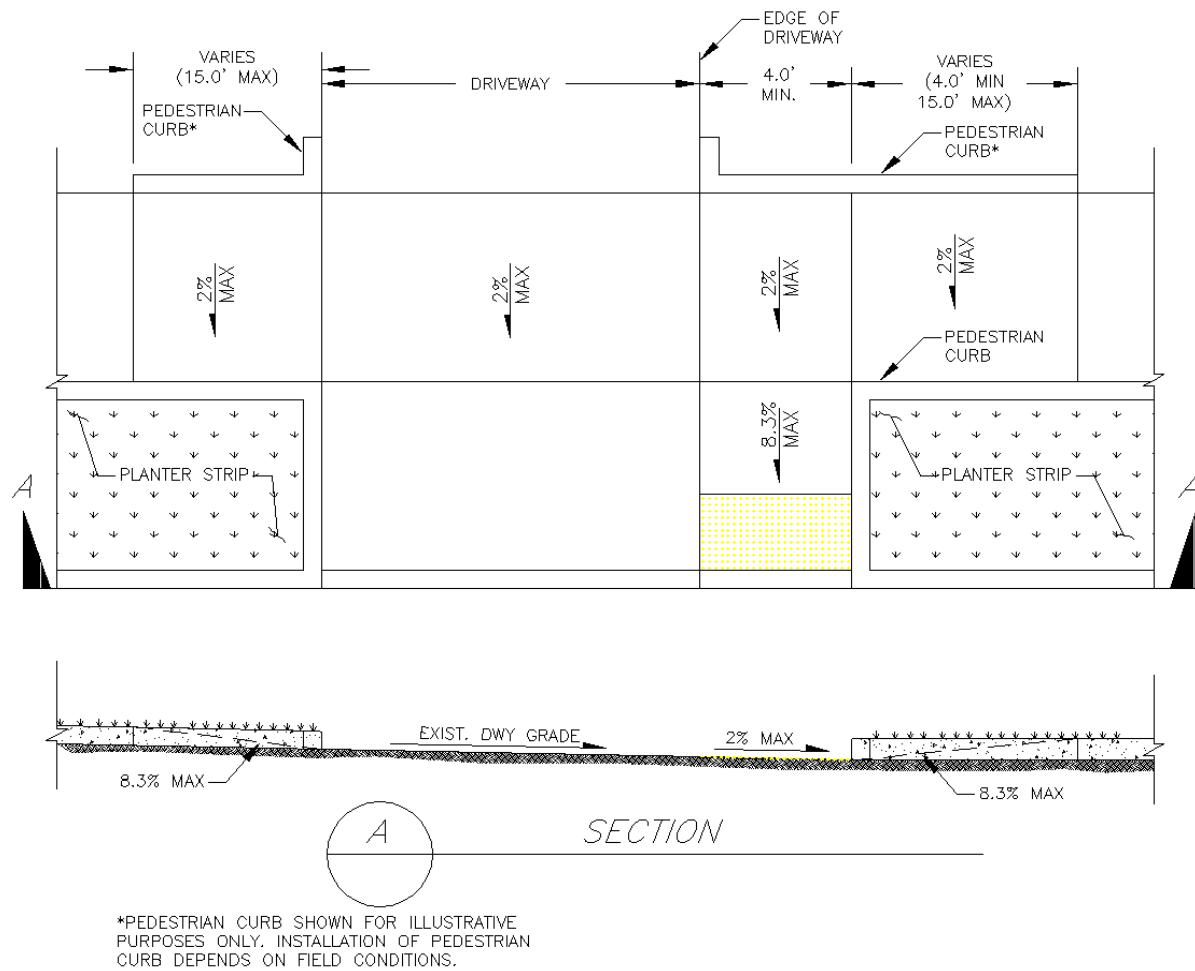
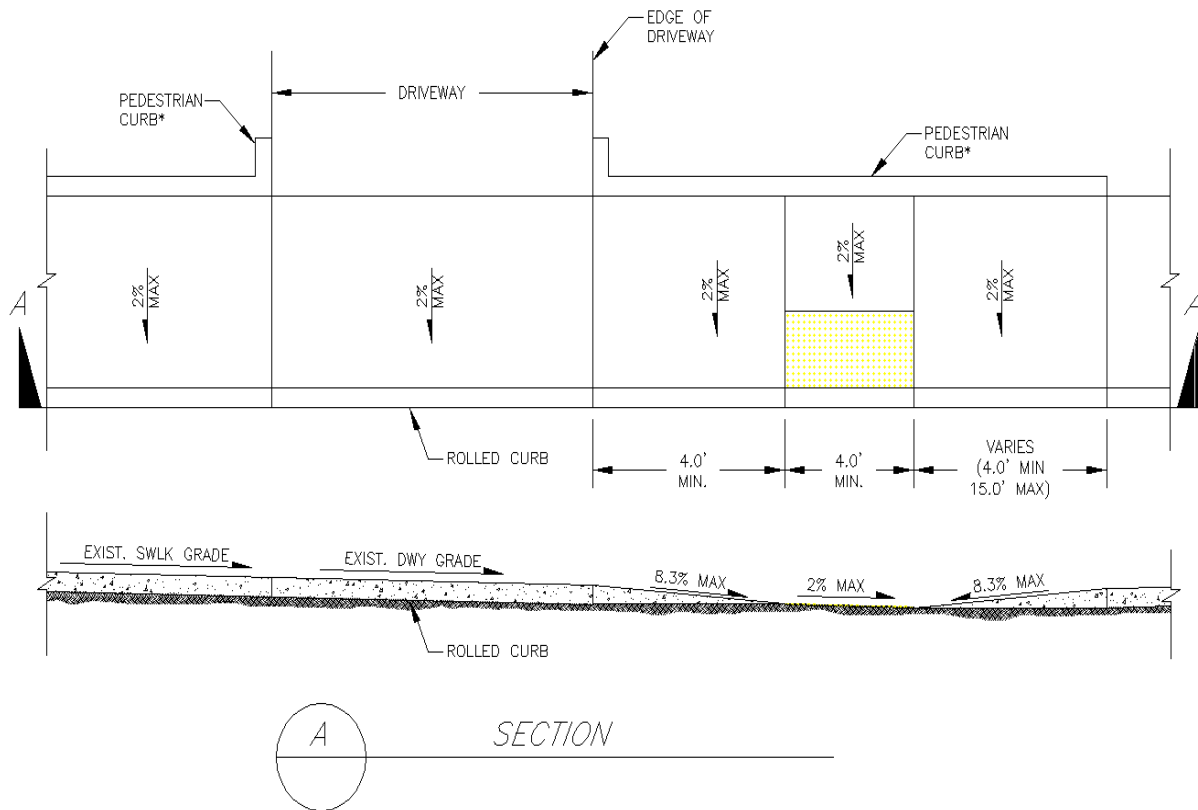
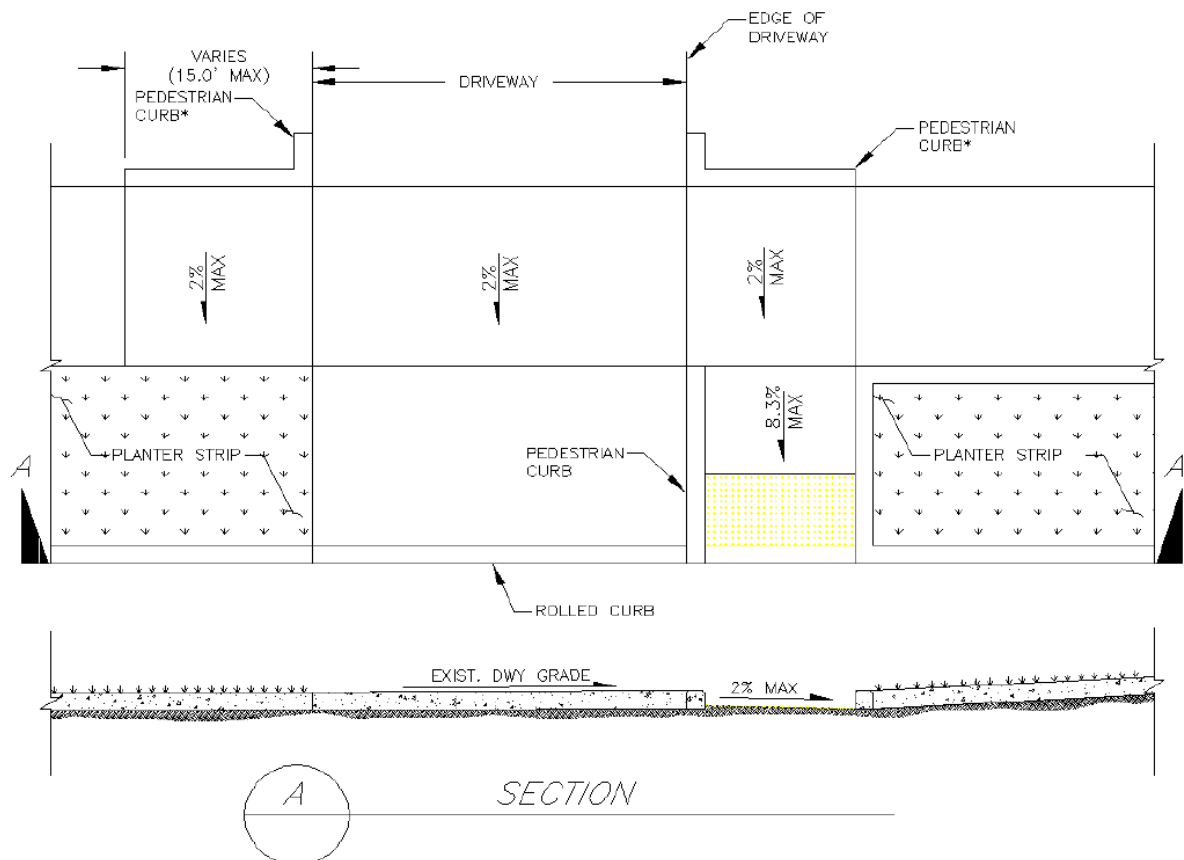


Figure 8 – Driveway Curb Ramp Combo for Rolled Curbs



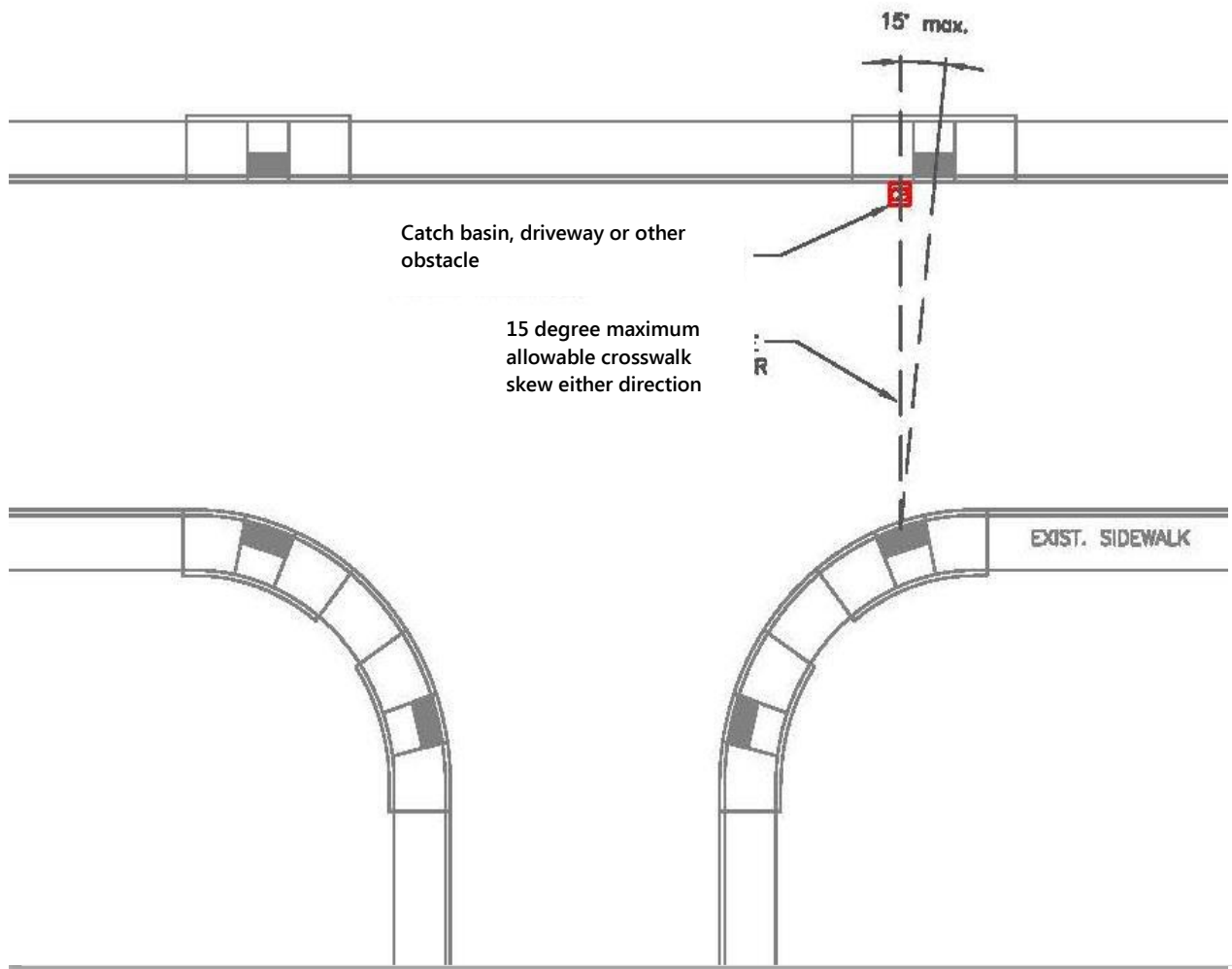
*PEDESTRIAN CURB SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. INSTALLATION OF PEDESTRIAN CURB DEPENDS ON FIELD CONDITIONS.

Figure 9– Driveway Curb Ramp Combo for Rolled Curb with Planter Strip









*PEDESTRIAN CURB SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. INSTALLATION OF PEDESTRIAN CURB DEPENDS ON FIELD CONDITIONS.

Figure 10 – Crosswalk Skew Due to Existing Constraint on Receiving End



Scenario F

I'm working on an alteration project at a signalized intersection or mid-block crossing with a signal or beacon. Will I be required to install an Accessible Pedestrian Signal (APS) if the scope of my work is to . . .

1	2	3	4	5	6
Construct a new crossing at an existing signalized intersection?	Install, alter or upgrade pedestrian countdown indications at an existing intersection or mid-block crossing?	Perform routine maintenance?	Alter or add curb ramps to the intersection or mid-block crossing?	Rehabilitate, repair, restore, or overlay the roadway pavement?	Reconstruct or alter utilities located in the roadway or in the sidewalk at the intersection or crossing?
					
RESPONSE 1: Yes.	RESPONSE 2: Yes.	RESPONSE 3: No. Routine maintenance includes traffic signal timing adjustments, rewiring, fixing damaged or broken equipment, software updates to existing equipment, or replacing parts in-kind.	RESPONSE 4: As long as the curb ramp work does not require moving existing push buttons or altering access to existing push buttons then APS installation will not be required.	RESPONSE 5: As long as any associated curb ramp work does not require moving existing push buttons or altering access to existing push buttons then APS installation will not be required.	RESPONSE 6: As long as any associated curb ramp work does not require moving existing push buttons or altering access to existing push buttons then APS installation will not be required.

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Sidewalk/Street Closure Permit

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SIDEWALK/STREET CLOSURE PERMIT

This application must be submitted at least five (5) days prior to the proposed sidewalk/street closure date. Applications may be submitted in person or mailed to the Public Works office at the address above or emailed to Jcorbin@ci.the-dalles.or.us. Applicant agrees to comply with the provisions of the Charter, Ordinances, and Resolutions of the City of The Dalles pertaining to such closures; and with the instructions and requirements as listed below.

Please complete the entire form

Applicant Name: _____

Date: _____

Address: _____

Phone: _____

Contact Person _____

Phone: _____

Email Address: _____

Cell: _____

Type of Closure: ☐ Street - Attach Traffic Control Plan

☐ Sidewalk – Attach Temporary Pedestrian Accessible Route Plan

Location of Closure: _____

Date of Closure: From (Date/Time) _____ to (Date/Time) _____

Reason for Closure: _____

INSTRUCTIONS/REQUIREMENTS: (To be completed by issuing agency)

- Applicant must provide a Traffic Control Plan (TCP) for approval for all Street Closures. Traffic Control Plan should show proposed detour routes, signs, barricades, and traffic control devices.
- Applicant must provide a Temporary Pedestrian Accessible Route Plan (TPARP) for approval for all Sidewalk Closures. TPARP should show proposed accessible pedestrian detours, signs, barricades, and pedestrian delineation devices.
- Applicant **must** notify Central Dispatch at the time of street closing and reopening. (541-298-5507)
- Applicant **must** notify adjacent property/business owners prior to closure.

☐ _____

☐ _____

☐ _____

THIS PERMIT WILL BE CONSIDERED A PUBLIC DOCUMENT. ALL INFORMATION SUBMITTED WILL BE ACCESSIBLE TO THE PUBLIC, IN ITS ENTIRETY, ON THE CITY'S WEBSITE.

ACKNOWLEDGEMENT OF APPLICANT RESPONSIBILITY

The undersigned agrees to defend, indemnify and hold the City of The Dalles, its officers, agents and employees, harmless from and against all claims, liabilities, demands, damages and actions, of whatever form or nature, including but not limited to property damage, pedestrian accessibility, personal injury and death, together with costs and attorney fees incurred in defense thereof, arising from or relating in any way to the street or sidewalk closure authorized by this permit and the undersigned's activities in connection with this permit. If required as a condition of this permit, the undersigned shall name the City of The Dalles as additional insured and shall provide the City with a Certificate of such insurance that shall provide, among other things, that the policy may not be cancelled without prior notice to the City.

Failure of the applicant to meet the requirements of this permit, including following of the Traffic Control Plan and/or Temporary Pedestrian Accessible Route Plan, will result in a Stop Work Order and possible revocation of the permit.

I understand and agree to the terms of this Sidewalk/Street Closure Permit.

Applicant

Signature _____ Date _____

THIS PERMIT IS:

☐ **APPROVED AND EXPIRES ON** _____

☐ **DENIED FOR FOLLOWING REASON:** _____

CITY USE ONLY

Authorized by: _____ **Title:** _____

ROUTING ORDER – PLEASE EXPEDITE

Department	Approval	Date
Public Works – Transportation (Street Closures)		
Public Works – ADA Coordinator (Sidewalk Closures)		
Police Department (Street Closures)		
City Manager (Street Closures)		

Public Works to Notify Applicant of final decision