MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Design and Engineering Services – Central Region
Highway Design

TO: Robespierre Howard
Statewide Title VI Specialist &
ADA Compliance Officer

DATE: April 9, 2025

THRU: Christina Huber, P.E.
DOT&PF Project Manager
Ryan Harris, P.E.
DOT&PF Project Engineer

TELEPHONE NO: 269-0572

FROM: David Gamez, P.E. PTOE
Lounsbury Project Manager
Jeremiah Gingrich, P.E.
Lounsbury Project Engineer

PROJECT NAME: Old Seward Highway: O'Malley Road to Rabbit Creek Road Pavement Preservation
PROJECT NO.: 0537010/CFHWY000886
SUBJECT: **ADA Transition Memo**

This memo has been created to fulfill requirements by FHWA and 28 CFR 35 to track and report curb ramp upgrades to the DOT&PF's Civil Rights Office (CRO).

All curb ramps were investigated for compliance during the design phase of the project utilizing both the CRO GIS ADA Transitions Public Information Map and field investigations. Field investigation survey measurements were conducted following the DOT&PF's Central Region ADA Curb Ramp Survey Instructions.

There are 46 curb ramps within the project limits.

Type I Curb Ramps
It was determined that 0 curb ramps meet the current minimum standards defined by the Central Region ADA Standards and do not require constructed improvements with this project.

Type IIA Curb Ramps
It was determined that 45 curb ramps currently do not meet the current minimum standards defined by the Central Region ADA Standards, but can be brought into full compliance through constructed improvements with this project. Designs for these proposed improvements are contained within the Plans.

Type IIB Curb Ramps
It was determined that 0 curb ramps currently do not meet the current minimum standards defined by the Central Region ADA Standards, cannot be brought into full compliance, but improvements to accessibility are possible to be constructed with this project. Designs for these proposed improvements are contained within the Plans.

A CR ADA Technical Infeasibility Memo for each location is included in the appendices.

Type III Curb Ramps

It was determined that 0 curb ramps currently do not meet the current minimum standards defined by the Central Region ADA Standards, cannot be brought into full compliance, and no improvements to accessibility can be constructed with this project.

A CR ADA Technical Infeasibility Memo for each location is included in the appendices.

Individual curb ramp inspection forms for some existing ramps are attached in their respective appendices. Also attached are ADA inventories, field notes, and recommendations based on the Civil Rights Office GIS ADA Inventory and field review completed on October 27, 2023.

Jeremiah Gingrich, P.E. 04/09/2025
Design Project Engineer Date

Attachments: Curb Ramp Recommendations Memo
Type IIA Curb Ramp Inspection Forms
Civil Rights Office GIS ADA Inventory

cc: Christina Huber, P.E., Project Manager, Highway Design
Sean Baski, P.E., Chief, Highway Design
Robespierre Howard, P.E., ADA Coordinator, Highway Design
Tom Dougherty, P.E., Construction Office Engineer, Construction

TECHNICAL MEMORANDUM

Date:	April 9, 2025
To:	Christina Huber, P.E. ADOT&PF Project Manager Ryan Harris, P.E. DOT&PF Project Engineer
From:	Dave Gamez, P.E., PTOE Lounsbury Project Manager Anh Huynh, P.E. Lounsbury Project Engineer
Subject:	Old Seward Highway: O'Malley Road to Rabbit Creek Road Pavement Preservation Draft Curb Ramp Recommendations Memorandum Project No. 0537010/CFHWY00886

1.0 Introduction

Lounsbury & Associates, Inc. (Lounsbury) is under contract to provide professional design services for the Old Seward Highway: O'Malley Road to Rabbit Creek Road Pavement Preservation project. This project will provide improvements to the pavement along the corridor but will also reconstruct or improve curb ramps and crosswalks in order to meet current Americans with Disabilities Act (ADA) standards as required by the Alaska Highway Preconstruction Manual (HPCM)'s direction for a type 1R project.

In order to determine the condition of the existing curb ramps within the project, a review of the Civil Rights Office (CRO) GIS ADA Transition Public Information Map was conducted and the latest curb ramp inspection information for each facility within the project was analyzed. Curb ramps that did not have a recent inspection form on file or were noted as ADA compliant in their most recent form on file were noted. A site visit was conducted, and inspections were completed for all noted locations. This memorandum summarizes the condition of each curb ramp, as determined or confirmed during the site visit.

2.0 Recommendations

The following table lists every curb ramp within the project limits. Deficiencies were identified from a review of new and existing curb ramp inspections, site visits, and photographs. Curb ramps were categorized into five recommended action categories: Reconstruct, Repair, No Action, Remove, and Relocate. These categories depend on the nature of any deficiencies and anticipated design or construction needed to bring the ramp into compliance with ADA standards. Curb ramps identified as Reconstruct may require full reconstruction, grading work, utility relocation, and/or complete redesign. Ramps identified as Repair may require replacement

or construction of specific portions of the curb ramp in order to bring it into compliance. Ramps identified as No Action were observed to currently meet ADA standards and do not need.

Table 1: Curb Ramp Recommendations

Primary Street	Secondary Street/ Location	Type	Deficiency	Recommendation
OSH	100' N of Wildien Dr W	Parallel	Detectable warning not full width, curb counter 5.3%	Reconstruct
OSH	50' S of Seward on/off ramp E	Directional	Asphalt pathway that terminates at OSH. Has warning tile. No facilities across OSH	No Action
OSH	Turnagain Bluff Way SW	Perpendicular	1/2" lip between asphalt, lip on warning tile, detecable warning tile not full width, curb slope 17.6%	Reconstruct
OSH	De Armoun NE	Unidirectional	Non-standard. Mix of directional and parallel.	Remove
OSH	100ft S of Karen E	Directional	Ties into bike lane. Pathway bike lane transition. 1" lip edge of gap, no detectable warning, non-compliant slopes	Remove
OSH	100ft N of Karen W	Directional	Not a curb ramp. Asphalt pathway that terminates at OSH. No warning tile.	No Action
OSH	Brandon St SW	Parallel	55" ramp width, left ramp 8.8%	Reconstruct
OSH	Brandon St NW	Parallel	58" ramp width, lower landing cross running slope>2%	Reconstruct
OSH	Helen Dr SE	Parallel	Asphalt lip, crack between getter, 6.8% curb counter,	Reconstruct
OSH	Helen Dr NE	Parallel	58" ramp width, 0.5" lip edge of divot, multiple 1"x3" cracks	Reconstruct
OSH	Brandon St SE	Parallel	59" ramp width	Reconstruct
OSH	Brandon St NE	Parallel	57" ramp width	Reconstruct
OSH	120th Ave SW	Directional	Detectable warning tile non-compliant,	Repair
OSH	120th Ave NW	Parallel	Landing width 56", lower landing cross slope 2%, three cracks between right ramp and curb 3"x8"	Reconstruct

Primary Street	Secondary Street/ Location	Type	Deficiency	Recommendation
OSH	Industry Way SE	Parallel	Left ramp width 58", lip .5" right ramp edge, landing length 58" width 59", left ramp cross slope 2.9%	Reconstruct
OSH	Industry Way NE	Parallel	Right ramp width 57", landing length and width 58", left ramp running slope 10.2%, lower landing cross 3.8%, right cross 2.6%	Reconstruct
OSH	Klatt Road NEN	Perpendicular	Curb counter slope 6.3%, ramp cross slope 2.2%	Reconstruct
OSH	Klatt Road NES	Perpendicular	Curb counter slope 5.7%	Reconstruct
OSH	Klatt Road SEN	Perpendicular	Right flare 10.2%	Reconstruct
OSH	Klatt Road SES	Perpendicular	Curb counter slope 8.2%	Reconstruct
OSH	Klatt Road SWS	Perpendicular	Ramp cross slope 2%, landing running slope 4.6%, 0.5" crack on left flare	Reconstruct
OSH	Klatt Road SWN	Perpendicular	Ramp cross slope 5.3%, landing cross and running slope>2%	Reconstruct
OSH	Klatt Road NWS	Perpendicular	Ramp cross slope 2.7%, landing cross and running slope>2%, 2 cracks across both flares, 37" sidewalk width on top landing	Reconstruct
OSH	Klatt Road NWN	Perpendicular	Landing running slope 4.6%, two cracks across both flares, up to 0.5", 34" sidewalk width on top landing	Reconstruct
OSH	Byra Court SE	Parallel	59" landing width, poor drainage, shoe prints in landing and right ramp,	Reconstruct
OSH	Byra Court NE	Parallel	0.5" lip edge of divot, poor drainage, 2% lower landing cross slope, 1"x5" divot left ramp corner	Reconstruct
OSH	Center St SW	Parallel	Insufficient landing width-55"	Reconstruct
OSH	Center St NW	Parallel	Landing width 59", 1"x2" gap on curb	Reconstruct
OSH	O'Malley Center Dr NWN	Perpendicular	0.5" lip edge of divot, 2.1% landing cross slope, 1.5"x4" divot left flare to curb	Reconstruct

Primary Street	Secondary Street/ Location	Type	Deficiency	Recommendation
OSH	O'Malley Center Dr NES	Perpendicular	0.5" edge of gap, landing running slope 2.5%, left flare 13%, crack 1"x54" Edge of left ramp	Reconstruct
OSH	O'Malley Center Dr SEN	Perpendicular	Landing width 34", ramp running slope 8.4%	Reconstruct
OSH	O'Malley Center Dr SES	Parallel	0.5" edge of gap, landing width 36", 1"x2" divot left ramp to curb	Reconstruct
OSH	O'Malley Center Dr SWS	Perpendicular	Ramp cross slope 4.6%, left flare 12.5%, Landing running and cross slope >2%	Reconstruct
OSH	O'Malley Center Dr SWN	Perpendicular	Left Flare 13.2%, Landing cross and running slope >2%	Reconstruct
OSH	O'Malley Center Dr NWS	Perpendicular	Warning tile damaged, right flare 11.6%, landing cross slope 3.2%	Reconstruct
OSH	O'Malley Center Dr NWN	Perpendicular	Detectable warning tile damaged, Landing running and cross slope exceed 2%	Reconstruct
OSH	Lowe's Business Access S	Perpendicular	Detectable warning tile damaged	Reconstruct
OSH	Lowe's Business Access N	Parallel	Detectable warning tile damaged, landing width 58",	Reconstruct
OSH	O'Malley Center Ct S	Parallel	1.5"x7" divot on left ramp, 9.8% right ramp	Reconstruct
OSH	O'Malley Center Ct N	Parallel	Landing width 59", 0.5" edge of divot, left ramp 8.8%	Reconstruct
OSH	O'Malley Rd SW	Parallel	10.4% ramp running slope	Reconstruct
OSH	O'Malley Rd SES	Perpendicular	Asphalt lip, 10.7% curb, 7.6% gutter. Push button 46"	Reconstruct
OSH	O'Malley Rd SEN	Perpendicular	Lip on pavement, lip on detectable warning tile, 12.4% curb. Push button 46"	Reconstruct
OSH	O'Malley Rd NES	Perpendicular	Push button 46", curb counter slope 9.3%	Reconstruct
OSH	O'Malley Rd NEN	Perpendicular	Push button 46", curb counter slope 22.9%	Reconstruct
OSH	O'Malley Rd NWN	Parallel	Curb counter slope 5.7%	Reconstruct

Primary Street	Secondary Street/ Location	Type	Deficiency	Recommendation
OSH	O'Malley Rd NWS	Parallel	Pavement lip, cracked panels	Reconstruct

3.0 Summary

review of existing curb ramps along the corridor identified a number of curb ramps that did not meet current ADA standards. In total, there are 45 curb ramps that require improvements in order to meet the standards. This is a preliminary list based on review of the CRO GIS ADA Transition Public Information Map, curb ramp inspection forms, a site visit conducted by Lounsbury, and photographs and may change as the design progresses and more information is determined. The final design will propose solutions for the issues identified and be coordinated with the Department in accordance with the guidance outlined in the HPCM.

PROJECT NAME: Old Seward Hwy at Huffman PP

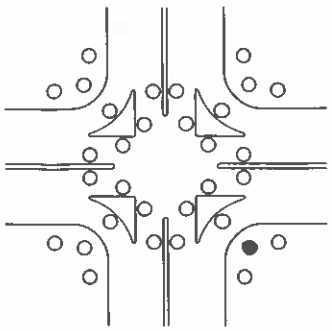
PROJECT NUMBER: CFHWY 00886 / 0537010

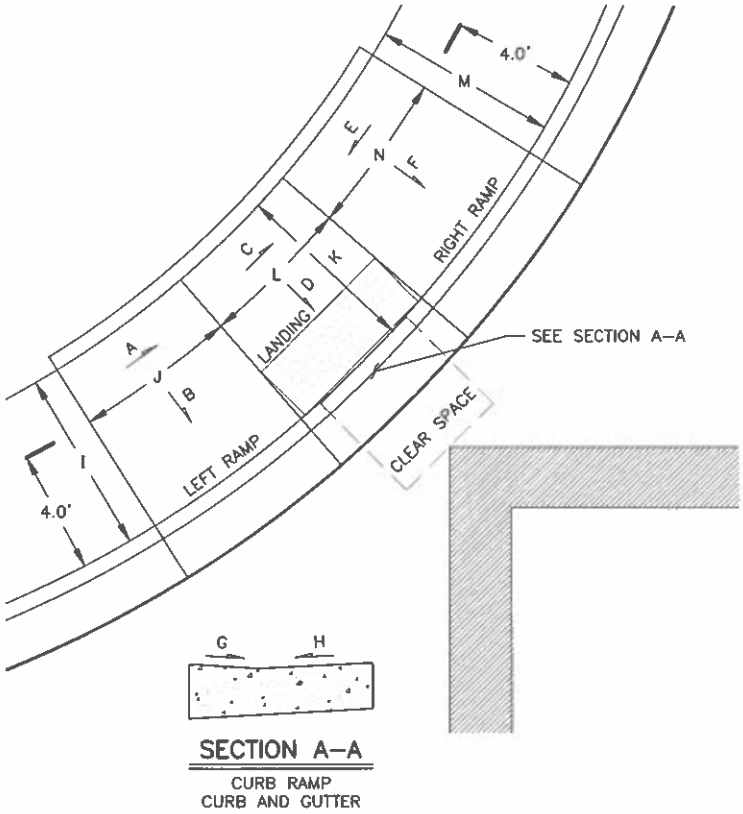
PRIMARY STREET: Old Seward Hwy

SECONDARY STREET: Helen Dr. SE

LEVEL MAKE/MODEL: Stabila Tech 196

MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE DIRECTION OF NORTH





SECTION A–A

CURB RAMP
CURB AND GUTTER

	MEASURED	CR ADA STANDARD
A	7.3	8.3% MAX
B	1.1	2.0% MAX
C	0.8	2.0% MAX
D	1.2	2.0% MAX
E	6.1	8.3% MAX
F	1.3	2.0% MAX
G	7.0	8.3% MAX
H	6.8	5.0% MAX
I	102"	48" MIN
J	69.5"	15.0' MAX
K	101"	48" MIN
L	60"	60" MIN
M	102.5"	48" MIN
N	84"/7'	15.0' MAX

Pavement HP crack between gutter

1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	☑ YES	☐ NO	
2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	☐ YES	☑ NO	
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	☐ YES	☑ NO	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	☑ YES	☐ NO	
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	☑ YES	☐ NO	
6. IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRATE PROHIBIT PASSAGE OF A SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?	☐ YES	☐ NO	☑ N/A
7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	☑ YES	☐ NO	
8. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GRADE BREAK, WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?	☐ YES	☐ NO	☑ N/A
9. DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NO, COORDINATE WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.	☐ YES	☑ NO	

PRINTED NAME: Alexander Litvinchuk

DATE: 10/25/23

VERSION 2.0

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PARALLEL CURB RAMP

PROJECT NAME: Old Seward Hwy and Huffman PP

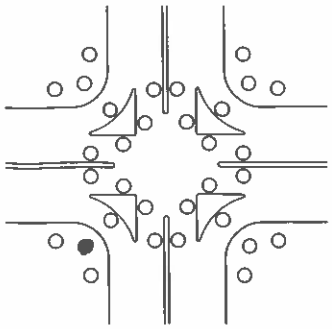
PROJECT NUMBER: CFHWY 00886 / 0537010

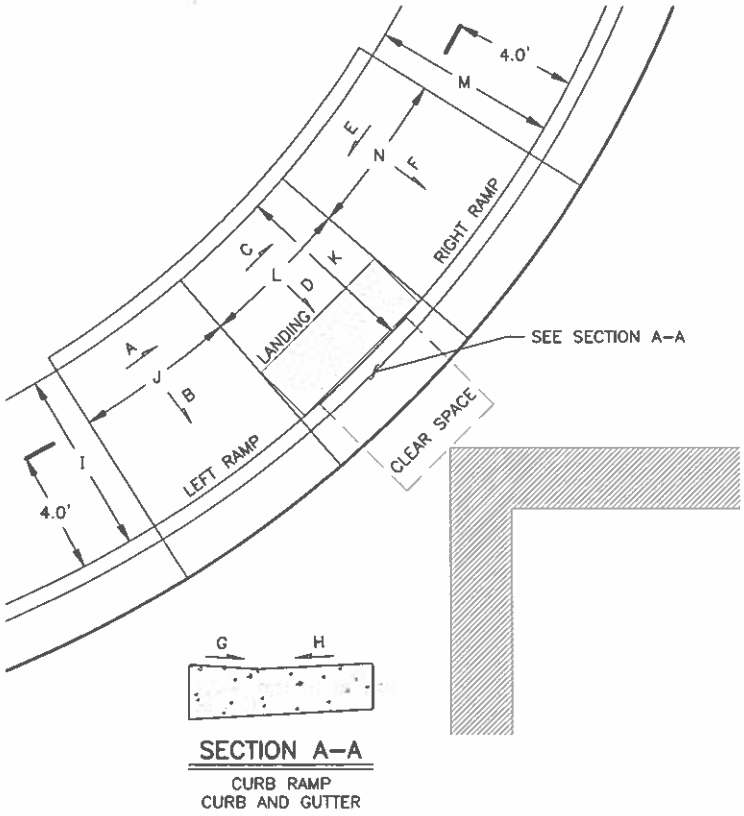
PRIMARY STREET: Old Seward Hwy

SECONDARY STREET: CENTER ST SW

LEVEL MAKE/MODEL: Stabila Tech 196

MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE DIRECTION OF NORTH





SECTION A-A

CURB RAMP
CURB AND GUTTER

	MEASURED	CR ADA STANDARD
A	7.0	8.3% MAX
B	0.9	2.0% MAX
C	1.7	2.0% MAX
D	1.5	2.0% MAX
E	2.2	8.3% MAX
F	1.5	2.0% MAX
G	4.2	8.3% MAX
H	3.6	5.0% MAX
I	117"	48" MIN
J	6' 4"	15.0' MAX
K	120"	48" MIN
L	55"	60" MIN
M	123"	48" MIN
N	64"	15.0' MAX

1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	☑ YES	☐ NO	
2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	☑ YES	☐ NO	
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	☑ YES	☐ NO	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	☑ YES	☐ NO	
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	☑ YES	☐ NO	
6. IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRATE PROHIBIT PASSAGE OF A SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?	☐ YES	☐ NO	☑ N/A
7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	☑ YES	☐ NO	
8. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GRADE BREAK, WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?	☑ YES	☐ NO	☐ N/A
9. DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NO, COORDINATE WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.	☐ YES	☑ NO	

PRINTED NAME: Alexander Litvinchuk DATE: 10/25/23

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PARALLEL CURB RAMP

PROJECT NAME: Old Seward Hwy and Huffman PP

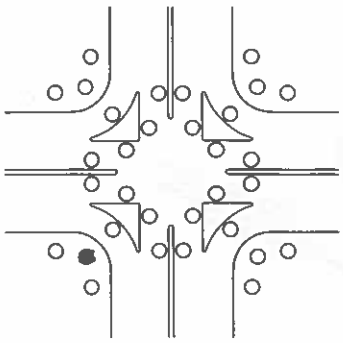
PROJECT NUMBER: CFHWY 00866/0537010

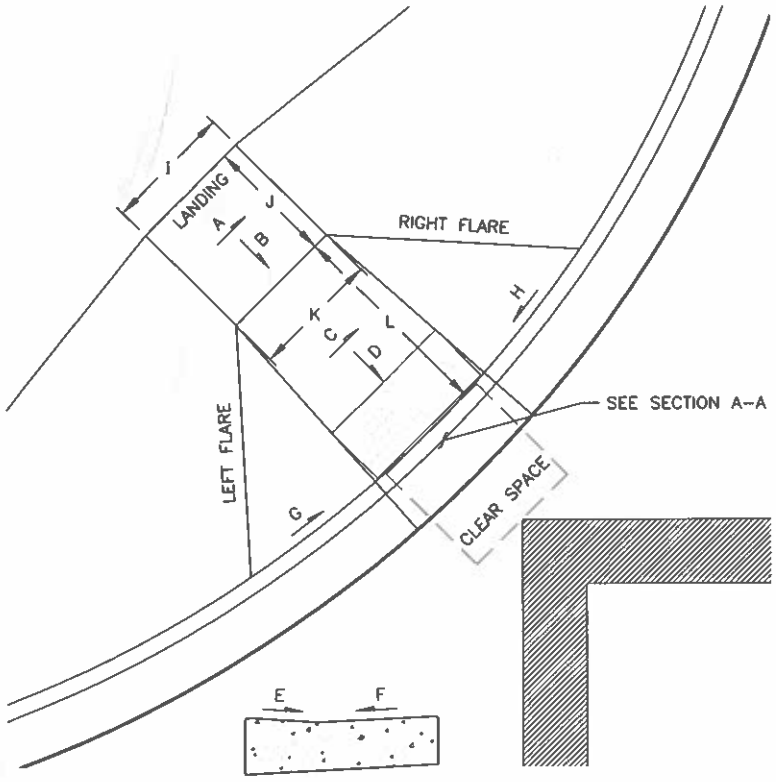
PRIMARY STREET: Old Seward Hwy

SECONDARY STREET: Turnagain Bluff SW

LEVEL MAKE/MODEL: Stabila Tech 196

MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE DIRECTION OF NORTH





SECTION A–A

CURB RAMP
CURB AND GUTTER

	MEASURED	CR ADA STANDARD
A	0.8	2.0% MAX
B	0.9	2.0% MAX
C	0.9	2.0% MAX
D	6.5	8.3% MAX
E	17.6	8.3% MAX
F	1.6	5.0% MAX
G	0.5	10.0% MAX
H	7.6	10.0% MAX
I	59"	36" MIN
J	49"	36" MIN
K	59"	36" MIN
L	72"/6'	15.0' MAX

between asphalt t/ramp and detectable tile/ramp

1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	☑ YES	○ NO	
2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	☑ YES	☑ NO	
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	☑ YES	☑ NO	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	☑ YES	○ NO	
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	☑ YES	○ NO	
6. IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRATE PROHIBIT PASSAGE OF A SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?	○ YES	○ NO	☑ N/A
7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	○ YES	☑ NO	not full width
8. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GRADE BREAK, WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?	○ YES	○ NO	☑ N/A
9. DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NO, COORDINATE WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.	○ YES	☑ NO	

PRINTED NAME: Alexander Lavinchuk

DATE: 10/25/23

VERSION 2.0

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PERPENDICULAR CURB RAMP

PROJECT NAME: Old Seward Hwy and Huffman PP

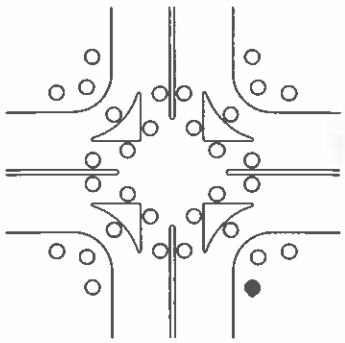
PROJECT NUMBER: CFHWY 00886 / 0537010

PRIMARY STREET: Old Seward Hwy

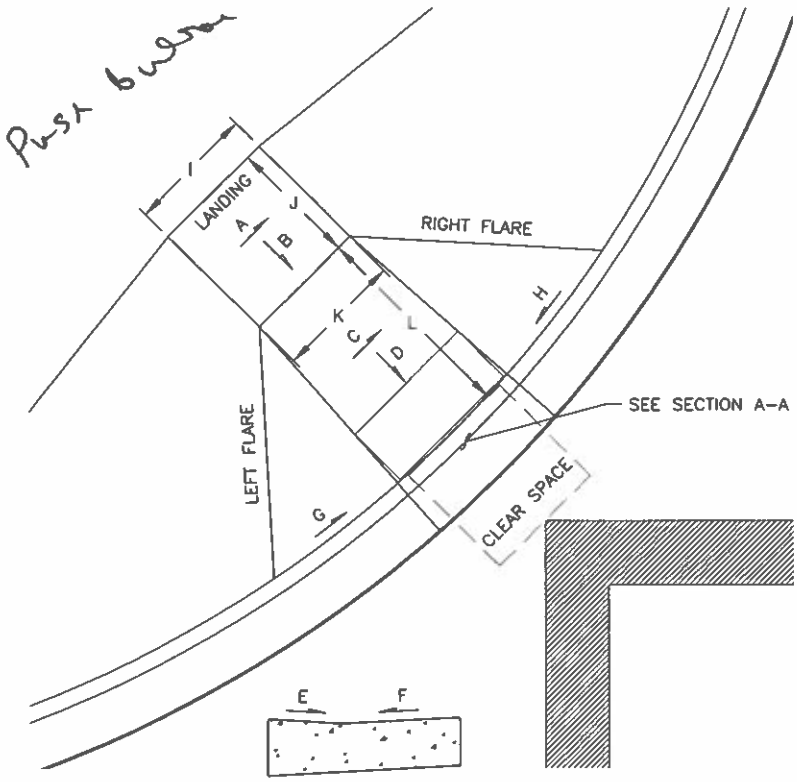
SECONDARY STREET: O'MALLEY Rd SE south

LEVEL MAKE/MODEL: Stabila Tech 196

MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE DIRECTION OF NORTH



Push button 46"



SECTION A–A

CURB RAMP
CURB AND GUTTER

	MEASURED	CR ADA STANDARD
A	1.4	2.0% MAX
B	1.0	2.0% MAX
C	1.9	2.0% MAX
D	4.9	8.3% MAX
E	10.7	8.3% MAX
F	7.6	5.0% MAX
G	3.0	10.0% MAX
H	6.4	10.0% MAX
I	61.5"	36" MIN
J	60"	36" MIN
K	61.5"	36" MIN
L	6'	15.0' MAX

Asphalt PP

1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	☑ YES	☐ NO	
2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	☐ YES	☑ NO	
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	☑ YES	☐ NO	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	☑ YES	☐ NO	
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	☑ YES	☐ NO	
6. IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRATE PROHIBIT PASSAGE OF A SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?	☐ YES	☐ NO	☑ N/A
7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	☑ YES	☐ NO	
8. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GRADE BREAK, WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?	☑ YES	☐ NO	☐ N/A
9. DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NO, COORDINATE WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.	☐ YES	☑ NO	

PRINTED NAME: Alexander Ligvinchuk DATE: 10/25/23

VERSION 2.0

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PERPENDICULAR CURB RAMP

PROJECT NAME: Old Seward Hwy and Huffman PP

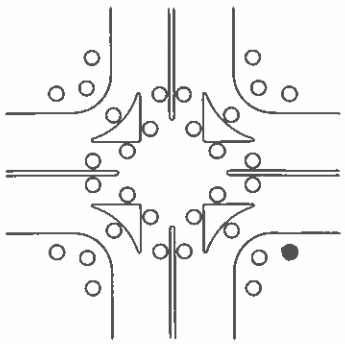
PROJECT NUMBER: CFHWY 00886 / 0537010

PRIMARY STREET: Old Seward Hwy

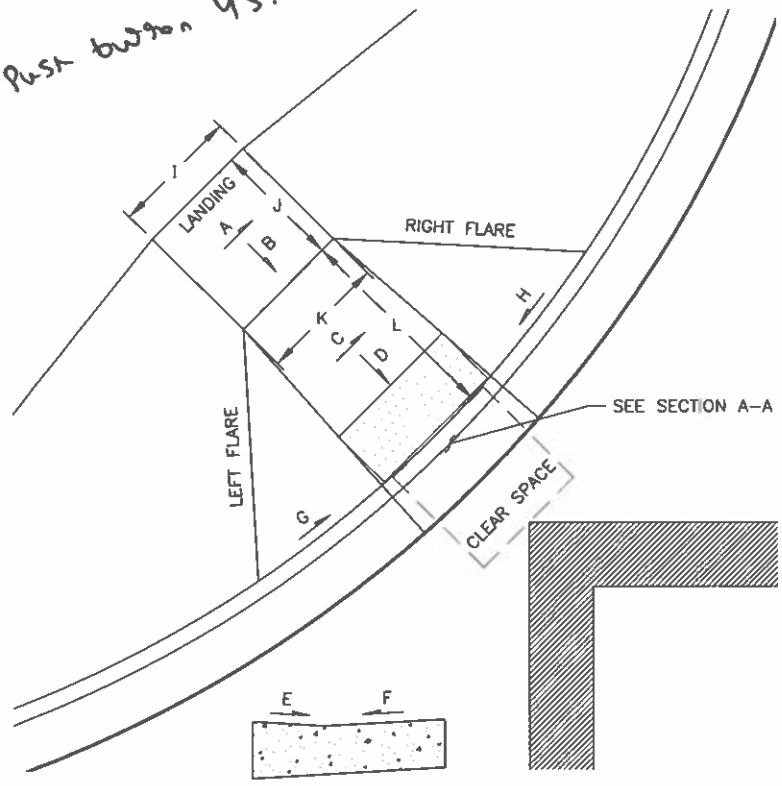
SECONDARY STREET: O'MALLEY RD SE north

LEVEL MAKE/MODEL: STABILA TECH 196

MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE DIRECTION OF NORTH



Push button 45.5"



SECTION A–A

CURB RAMP
CURB AND GUTTER

	MEASURED	CR ADA STANDARD
A	0.4	2.0% MAX
B	1.4	2.0% MAX
C	0.8	2.0% MAX
D	6.1	8.3% MAX
E	12.4	8.3% MAX
F	5.0	5.0% MAX
G	2.5	10.0% MAX
H	6.2	10.0% MAX
I	60"	36" MIN
J	48"	36" MIN
K	60"	36" MIN
L	52"	15.0' MAX

Lip on Pavement and detectable warning plate

1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	☑ YES	☐ NO	
2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	☐ YES	☑ NO	
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	☑ YES	☐ NO	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	☑ YES	☐ NO	
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	☑ YES	☐ NO	
6. IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRATE PROHIBIT PASSAGE OF A SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?	☐ YES	☐ NO	☑ N/A
7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	☑ YES	☐ NO	
8. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GRADE BREAK, WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?	☑ YES	☐ NO	☐ N/A
9. DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NO, COORDINATE WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.	☐ YES	☑ NO	

PRINTED NAME: Alexander Litwinchuk DATE: 10/25/23

VERSION 2.0

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PERPENDICULAR CURB RAMP

Intersecting Street	Quadrant	Curb Ramp Type	Latitude (degrees decimal)	Longitude (degrees decimal)	Inventory Year (Per AK DOT)	Inventory Sheets Date	ADAAG Compliant	PROWAG Compliant	Inventory Recommended Action	Deficiencies and Observations (PER AK DOT)
Minnesota Dr	NWN	Parallel	61.123227	-149.86414	2020		N	N	Rebuild	>1/4" pavement lip, curb counter slope 5.7% (5.0% max)
Minnesota Dr	NWS	Parallel	61.123227	-149.86414	2020		N	N		> 1/4" Pavement lip, curb counter slope 6.0% (5.0% max)
Minnesota Dr	NEN	Perpendicular	61.123249	-149.86337	2020		N	N	Rebuild	Push button 46", curb counter slope 22.9% (5.0% max)
O'Malley Rd	NES	Perpendicular	61.123249	-149.86337	2020		N	N	Reconstruct	Push button 46", curb counter slope 9.3% (5.0% max), landing running slope 3.3% (2.0% max)
O'Malley Rd	SEN	Perpendicular	61.122882	-149.86339	2020	10/25/2023	Y	Y		Passed 4-1-19
O'Malley Rd	SES	Perpendicular	61.122882	-149.86339	2020	10/25/2023	Y	Y		Passed 4-1-19
O'Malley Rd	SW	Perpendicular (2019), Parallel (2024)	61.12289	-149.86411	2020		N	N	Make compliant	Left Flare 11.2% (10.0% max), 2019 inspection
O'Malley Center Ct	NE	Parallel	61.121044	-149.86349	2020		N	N	Reconstruct	Landing width 59" (60" min), 1/2" edge of divot, left ramp 8.8% (8.0% max), curb counter slope 5.4% (5.0% max), 1.5"x7" divot on right ramp
O'Malley Center Ct	SE	Parallel	61.120888	-149.86354	2020		N	N	Reconstruct	1.5"x7" divot on left ramp, 9.8% (8.0% max) right running ramp
Lowe's Business Access	N	Parallel	61.120676	-149.86421	2020		N	N	Repair	10% of Detectable warning tile domes damaged, landing width 58" (60" min),
Lowe's Business Access	S	Perpendicular	61.120526	-149.86417	2020		N	N	Repair	10% of Detectable warning tile domes damaged, landing width 59" (60" min),
O'Malley Center Dr	NWN	Perpendicular	61.119693	-149.86423	2020		N	N	Reconstruct	10% of Detectable warning tile domes damaged, landing running slope 4.3% (2.0% max)
O'Malley Center Dr	NWS	Perpendicular	61.119693	-149.86423	2020		N	N	Reconstruct	10% of Detectable warning tile domes damaged, right flare 11.6% (10% max), landing cross slope 3.2% (2.0% max)
O'Malley Center Dr	SWN	Perpendicular	61.119429	-149.86418	2020		N	N	Reconstruct	Left Flare 13.2% (10% max), landing cross 5.1% and running slope 4.8% (both 2.0% max), ramp cross slope 4.3% (2.0% max)
O'Malley Center Dr	SWS	Perpendicular	61.119429	-149.86418	2020		N	N	Reconstruct	Ramp cross slope 4.6%(2.0% max), left flare 12.5% (10% max), landing running 4.9% and cross slope 6.0 (both 2.0% max)
O'Malley Center Dr	SES	Parallel	61.119434	-149.86365	2020		N	N	Repair	1/2" edge of gap, landing width 36" (60" min), 1"x2" divot left ramp to curb
O'Malley Center Dr	SEN	Perpendicular	61.119434	-149.86365	2020		N	N	Reconstruct	Landing width 34" (36" min), ramp running slope 8.4% (8.3% max)
O'Malley Center Dr	NES	Perpendicular	61.119662	-149.86361	2020		N	N	Reconstruct	1/2" edge of gap, landing running slope 2.5% (2.0% max), left flare 13% (10% max), crack 1"x54" Edge of left ramp

O'Malley Center Dr	NEN	Perpendicular	61.119662	-149.86361	2020		N	N	Reconstruct	1/2" lip edge of divot, landing cross slope2.1% (2.0% max), 1.5"x4" divot left flare to curb
Center St	NW	Parallel	61.11787	-149.86413	2020		N	N	Repair	Landing width 59" (60" min), 1"x2" gap on curb
Center St	SW	Parallel	61.117719	-149.8641	2020	10/25/2023	Y	Y	None	landing width 58" (60" min)
Byra Court	NE	Parallel	61.117727	-149.86364	2020		N	N	Repair	1/2" lip edge of divot, poor drainage, 1"x5" divot left ramp corner
Byra Court	SE	Parallel	61.117562	-149.86363	2020		N	N	Repair	landing width 59" (60" min), poor drainage, multiple 3" x 12" shoe prints in concrete right ramp
Klatt Road	NWN	Perpendicular	61.11598	-149.86424	2020		N	N	Reconstruct	landing length 46" (48" min), landing running slope 4.6% (2.0% max), two gaps running across across both flares, larger gap is just over 1/2" wide running across right flare, sidewalk width on top landing 34"
Klatt Road	NWS	Perpendicular	61.11598	-149.86424	2020		N	N	Reconstruct	Ramp cross slope 2.7% (2.0% max), landing cross slope 4.2% and running slope 3.4% (2.0% max), Two gaps running across both flares along curb back, larger gap is 2" wide running across left flare, sidewalk width on top landing 37"
Klatt Road	SWN	Perpendicular	61.115726	-149.8642	2020		N	N	Reconstruct	Ramp cross slope 5.3% (2.0% max), landing cross 5.7% and running slope 4.3% (2.0%max)
Klatt Road	SWS	Perpendicular	61.115726	-149.8642	2020		N	N	Reconstruct	landing running slope 4.6% (2.0% max), Almost 1/2" gap running across end of left flare
Klatt Road	SES	Perpendicular	61.115754	-149.8636	2020		N	N	Reconstruct	Curb counter slope 8.2% (5.0% max)
Klatt Road	SEN	Perpendicular	61.115754	-149.8636	2020		N	N	Reconstruct	Right flare 10.2% (10% max),
Klatt Road	NES	Perpendicular	61.115968	-149.86362	2020		N	N	Reconstruct	Curb counter slope 5.7% (5.0% max)
Klatt Road	NEN	Perpendicular	61.115968	-149.86362	2020		N	N	Reconstruct	Curb counter slope 6.3% (5.0% max), ramp cross slope 2.2% (2.0% max)
Industry Way	NE	Parallel	61.113139	-149.86363	2020		N	N	Reconstruct	landing width 58" (60" min), left ramp running slope 10.2% (10% max), lower landing cross 3.8% (2.0% max), right cross 2.6% (2.0% max)
Industry Way	SE	Parallel	61.112923	-149.86362	2020		N	N	Reconstruct	lip 0.5" x 60" Right Ramp Edge, left ramp cross slope 2.9% (2.0% max)
120th Ave	NW	Parallel	61.112283	-149.86416	2020		N	N	Repair	Landing width 56" (60" min), Three gaps in between right ramp and curb, largest gap is 3"x8"
120th Ave	SW	Directional	61.112128	-149.86408	2020		N	N	Repair	Detectable warning tile non-compliant,
Huffman			61.108547	-149.86365						Dowl leading design on Huffman
Brandon St	NE	Parallel	61.103533	-149.85671	2020		N	N	Reconstruct	ramp width 57" (60"min), 1" Edge of Gap, 1.5"x64" Left Ramp to Curb
Brandon St	SE	Parallel	61.103533	-149.85671	2020		N	N	Reconstruct	ramp width 59" (60" min),
Helen Dr	NE	Parallel	61.10315	-149.8562	2020		N	N	Repair	ramp width 57" (60" min), 1/2" lip edge of divot, multiple 1"x3" cracks
Helen Dr	SE	Parallel	61.10315	-149.8562	2020	10/25/2023	Y	Y	None	landing width 59" (60" min), curb counter 5.3% (5.0% max)
Brandon St	NW	Parallel	61.102701	-149.85609	2020		N	N	Reconstruct	ramp width 58" (60 min), lower landing cross running slope 2.3% (2.0% max)
Brandon St	SW	Parallel	61.102701	-149.85609	2020		N	N	Reconstruct	ramp width 58" (60" min), left ramp 8.8% (8.3% max)

100ft N of Karen	***W***	***Directional***	61.095616	-149.84653	***2020***		***N***	***N***	***Reconstruct***	***Not a curb ramp. Asphalt pathway that terminates at OSH. No warning tile.***
100ft S of Karen	E	Directional	61.094765	-149.84499	2020		N	N	Reconstruct	Ties into bike lane pathway bike lane transition, 1" lip edge of gap, no detectable warning, slopes non-compliant
De Armoun	NE	Unidirectional	61.094145	-149.84402	2020		N	N	Reconstruct	Non-standard, mix of directional and parallel, redesign
Turnagain Bluff Way	SW	Perpendicular	61.089651	-149.83866	2020	10/25/2023	Y	Y	None	passed as of 2019
50' S of Seward on/off ramp	**E**	**Directional**	61.086041	-149.83183			**n/a**	**n/a**		**Not a curb ramp, asphalt pathway that terminates at OSH, has warning tile, no facilities across OSH**
100' N of Wildien Dr	W	Parallel	61.085507	-149.83159	2020		N	N	Reconstruct	curb counter 5.3% (5.0% max)