## **MEMORANDUM**

**Date:** August 12, 2025

**To:** Julia Hanson, PE, DOT&PF Project Manager

From: Avery Larsen, PE, HDL Project Engineer AAL

**Subject:** Design Study Memorandum

Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Parkway

0506007/CFHWY01010

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), proposes to resurface Abbott Road in Anchorage, Alaska. The project area includes Abbott Road from the New Seward Highway to Lake Otis Parkway. Abbott Road is managed and maintained by DOT&PF from the New Seward Highway to 88<sup>th</sup> Avenue and managed by the Municipality of Anchorage (MOA) from 88<sup>th</sup> Avenue to Lake Otis Parkway.

HDL Engineering Consultants, LLC (HDL) has conducted preliminary engineering investigations to assess existing conditions and identify proposed improvements in accordance with the DOT&PF Highway Preconstruction Manual (HPCM) to provide preventative maintenance to prolong the lifespan of the existing corridor and reduce future maintenance. The findings of these investigations are summarized in the attached memorandums. Separate from these memorandums, a draft H&H Report and CCTV Conditions Assessment was completed to assess and analyze the existing storm drain conditions.

These memorandums reflect the conditions and decisions at the time of publication. Changes frequently occur during the evolution of the design, so those who may rely on information contained in these documents should check with DOT&PF for the most current design.

**Attach:** ADA Facilities Evaluation Memorandum (76 Pages)

Curb and Gutter Condition Memorandum (3 Pages)

Sidewalk and Pathway Condition Memorandum (3 Pages)

Utility Impacts Memorandum (1 Page) ROW Impacts Memorandum (1 Page)

Guardrail Condition Memorandum (1 Page)

ARRC Checklist (1 Page)

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## **MEMORANDUM**

**Date:** August 12, 2025

**To:** Julia Hanson, PE, DOT&PF Project Manager

From: Avery Larsen, PE, HDL Project Engineer AAL

**Subject:** ADA Facilities Evaluation Memorandum

Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Parkway

0506007/CFHWY01010

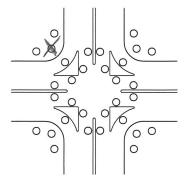
HDL Engineering Consultants, LLC (HDL) evaluated all curb ramps within or adjacent to the Abbott Road Pavement Preservation: New Seward Hwy to Lake Otis Parkway project limits for Americans with Disabilities Act (ADA) compliance. Of the 75 ramps evaluated, 32 ramps are on private approaches or outside the project limits. Private approach curb ramps are the responsibility of the property owner to bring to ADA compliance. Of the 43 ramps within the project limits, 36 ramps were determined non-compliant and should be reconstructed and upgraded to comply with ADA Standards.

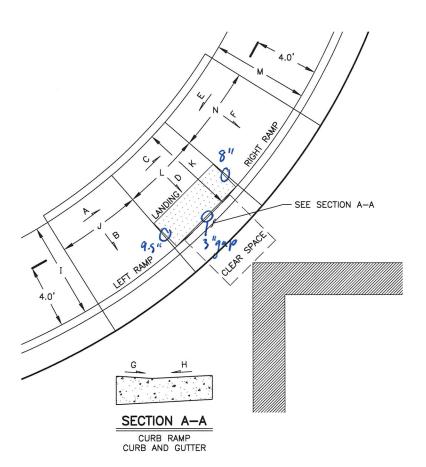
Attached are the curb ramp inspection forms completed by HDL in August 2024. As part of the Design Project Closeout, these forms will be included with the ADA Transition Memo and submitted to the Civil Rights Officer.

**Attach:** Curb Ramp Inspection Forms (75 Pages)

PROJECT NAME: ABBOTT RD	
PROJECT NUMBER: 23-016-C	
PRIMARY STREET: Abbott 20	12-7
ECONDARY STREET: Brayton Dr.	NW
LEVEL MAKE/MODEL: STABILA 196-2	·







PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	3.1	8.3% MAX
В	0.4	2.0% MAX
С	0.2	2.0% MAX
D	0.8	2.0% MAX
Е	2.9	8.3% MAX
F	0.8	2.0% MAX
G	5.3	8.3% MAX
н	3.9	5.0% MAX
I	10.4"	48" MIN
J	4.11	15.0' MAX
К	9.4'	48" MIN
L	5.5 '	60" MIN
М	7.1'	48" MIN
Ν	5.81	15.0' MAX

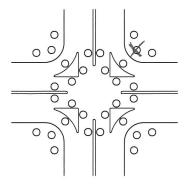
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	O N0	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	O N0	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O N0	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X 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	O 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	Ø 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?	X YES	○ NO	O 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	

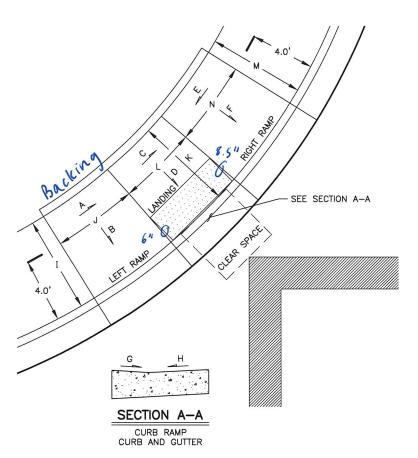
DATE: 8/22/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME:	ABBOTT RD			
PROJECT NUMBER:	23-016-C			
PRIMARY STREET:	Abbott	Br. 20.		
ECONDARY STREET:	Brayton	Dr.	NE	
	STABILA			







PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	0-7	8.3% MAX
В	1-0	2.0% MAX
С	0.7	2.0% MAX
D	1-0	2.0% MAX
Ε	5.4	8.3% MAX
F	0.6	2.0% MAX
G	1.4	8.3% MAX
Н	2.8	5.0% MAX
I	6'	48" MIN
J	6.21	15.0' MAX
К	6'	48" MIN
L	5.7	60" MIN
М	61	48" MIN
Ν	14.91	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	O N0	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O N0	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES	O 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	X 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	<b></b> N0	
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	X 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	

DATE: 8122124

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION

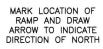
PROJECT NAME: ABBOTT RD  PROJECT NUMBER: 23-016-C  PRIMARY STREET: Abbott Rd  SCONDARY STREET: SEWARD HUY NB ACCESS (WEST)  LEVEL MAKE/MODEL: STABILA 196-2	RAMP A ARROW T DIRECTION	OCATION OF AND DRAW TO INDICATE OF NORTH			
Copyright Park Source Port 3'	K.				
		MEASURED	CR	ADA STANDAR	₹D
	Α	2.1		2.0% MAX	
I RIGHT FLARE	В	1.0		2.0% MAX	
RIGHT FLARE	С	0.8		2.0% MAX	
/ K	D	2.3		8.3% MAX	
	E	7.6		8.3% MAX	
SEE SECTION A-A	F	1.2		5.0% MAX	
SEE SECTION A-A	G	4.6		10.0% MAX	
Critical Street	н	2.7		10.0% MAX	
	I	8 13.4'		36" MIN	
	J	2.3' / 2.71		36" MIN	
E F	К	5'		36" MIN	
	L	7.1		15.0' MAX	
SECTION A—A  CURB RAMP CURB AND GUTTER			ď		_
<ol> <li>IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?</li> <li>ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE</li> </ol>	- DDE440 0E -	EUE OUDD DAVIDO	YES YES		
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	BREAKS OF	THE CURB KAMP?	X YES	ON O	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?			YES	○ N0	
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?			X YES	○ NO	
6. IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE 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 F TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	RAMP OPENING	AND ARE THE	X YES	O NO	
8. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?		RADE BREAK,	YES	O NO	₩ N/A
9. DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING W		O, COORDINATE	YES	₩ NO	
PRINTED NAME: Jordan Cooper DATE:	812212	ų [	DEPARTI	STATE OF ALASKA MENT OF TRANSPOI ND PUBLIC FACILITIE CENTRAL REGION	
VERSION 2.0	•			RPENDICUL SURB RAM	

PROJECT NAME:	ABBOTT	PD		 
		1701		

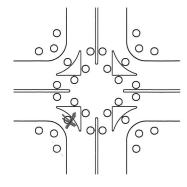
PROJECT NUMBER: 23-016-C
PRIMARY STREET: Abbott Rd

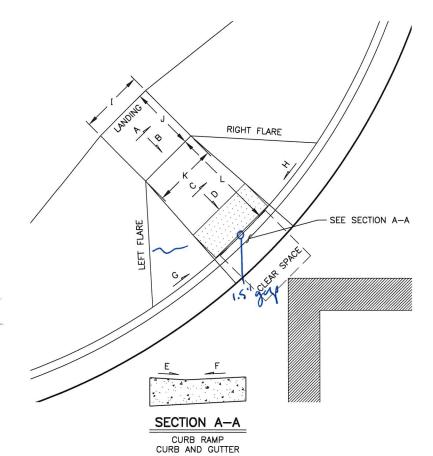
ECONDARY STREET: Seward Huy NB ACCESS (EXST)

LEVEL MAKE/MODEL: STABILA 196-2









	MEASURED	CR ADA STANDARD
Α	0.2	2.0% MAX
В	1.5	2.0% MAX
С	0.6	2.0% MAX
D	1.0	8.3% MAX
Ε	8.7	8.3% MAX
F	0.7	5.0% MAX
G	3-3	10.0% MAX
Н	5.1	10.0% MAX
I	5.3	36" MIN
J	पःप	36" MIN
К	5.1	36" MIN
L	5.2	15.0' MAX

2.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	YES YES YES	<ul><li>N0</li><li>N0</li><li>N0</li></ul>	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	₩ YES	○ NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X 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?	X YES	○ N0	
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	O NO	<b></b> 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.	O YES	Ø NO	

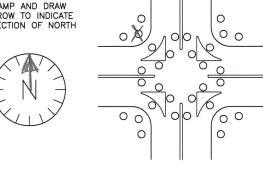
PRINTED NAME: Joydan Cooper

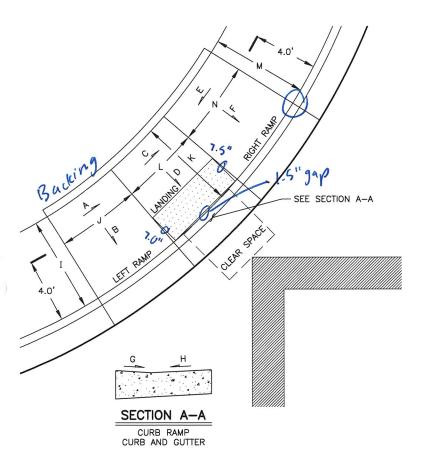
VERSION 2.0

DATE: 8/23/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PERPENDICULAR CURB RAMP





Cooper

PRINTED NAME: Jordan

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	3.4	8.3% MAX
В	0.8	2.0% MAX
С	0.3	2.0% MAX
D	0.5	2.0% MAX
Ε	4.2	8.3% MAX
F	0./	2.0% MAX
G	5.6	8.3% MAX
Н	2-7	5.0% MAX
I		48" MIN
J		15.0' MAX
К	5-1'	48" MIN
L	5.91	60" MIN
М	5.11	48" MIN
N	6.41	15.0' MAX

**PARALLEL CURB RAMP** 

2. 3. 4.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES YES YES YES YES YES YES	<ul><li>№</li><li>№</li><li>№</li><li>№</li><li>№</li><li>№</li></ul>	
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	O 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?		○ N0	○ 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: JOYAGO COOPER	DEPARTMEN AND	ATE OF ALASKA NT OF TRANSPO PUBLIC FACILITII NTRAL REGION	

DATE: 8/22/24

LEVEL MAKE/MODEL: STABILA 196-2	
PROJECT NAME: ABBOTT RD  PROJECT NUMBER: 23-016-C  PRIMARY STREET: Abbot Rd	MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE DIRECTION OF NORTH

RIGHT FLARE

LEFT FLARE

PRINTED NAME: <u>Joydan Cooper</u>

VERSION 2.0

2 and

SEE SECTION A-A

	MEASURED	CR ADA STANDARD
Α	1.8	2.0% MAX
В	1.2	2.0% MAX
С	0.8	2.0% MAX
D	0.9	8.3% MAX
Ε	8.9	8.3% MAX
F	4.0	5.0% MAX
G	4.1	10.0% MAX
Н	2.7	10.0% MAX
I	5.11	36" MIN
J	4.5'	36" MIN

36" MIN

15.0' MAX

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PERPENDICULAR CURB RAMP

5.1

5.71

6

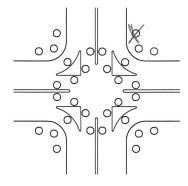
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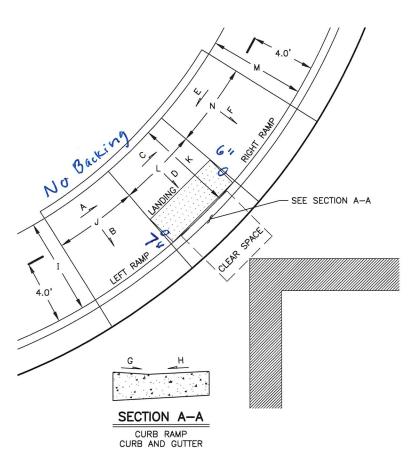
	CURB RAMP CURB AND GUTTER			
2. 3.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?		<ul><li>№</li><li>№</li><li>№</li><li>№</li><li>№</li></ul>	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES	Ø 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?	X YES	_ N0	
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?	X YES	○ N0	○ 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 NO	

DATE: 8122124

PROJECT NAME:	ABBOTT PD	
PROJECT NUMBER:	23-016-C	
PRIMARY STREET: _	Abbott Rd.	7 · ·
ECONDARY STREET	· Sandlewood Pl	NE-NORTH
LEVEL MAKE/MODEL	: STABILA 196-2	







PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	3.2	8.3% MAX
В	0.8	2.0% MAX
С	0.6	2.0% MAX
D	0.9	2.0% MAX
Е	4-1	8.3% MAX
F	1-4	2.0% MAX
G	4-8	8.3% MAX
Н	0.3	5.0% MAX
I	5'	48" MIN
J	5.91	15.0' MAX
К	51	48" MIN
L	5.91	60" MIN
М	5.1*	48" MIN
N	8.61	15.0' MAX

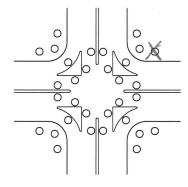
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	O N0	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	O N0	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O N0	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X YES	O 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	Ø. 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	XX 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?	X 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	Ø NO	

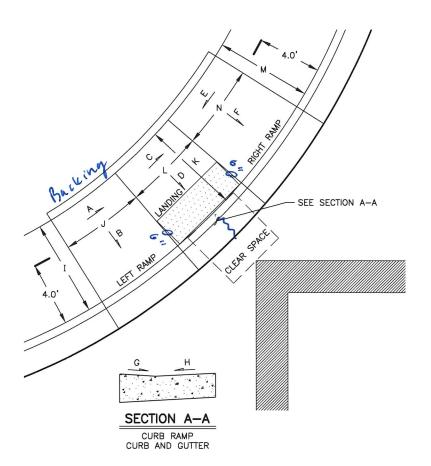
DATE: 8122/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME: ABBOTT RD	
PROJECT NUMBER: 23-616-C	
PRIMARY STREET: Abbott Rd.	8 a
ECONDARY STREET: Sandlewood Pl	NE- SOUTH
LEVEL MAKE/MODEL: STABILA 196-2	







PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	4-2	8.3% MAX
В	0.6	2.0% MAX
С	0.2	2.0% MAX
D	0.7	2.0% MAX
Е	3.7	8.3% MAX
F	1.0	2.0% MAX
G	1-8	8.3% MAX
Н	0.6	5.0% MAX
I	6.1	48" MIN
J	3.81	15.0' MAX
К	7.2'	48" MIN
L	5.51	60" MIN
М	м 9.3' 48" мі	48" MIN
Ν	8.4'	15.0' MAX

1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	YES	O NO	
	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	○ NO	
	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	○ NO	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	Ø YES	O N0	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X YES	O N0	
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	Ø 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?	X 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	
			\	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME: ABBOTT RD

PROJECT NUMBER: 23-016-C

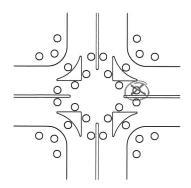
PRIMARY STREET: ABBOTT RD

ECONDARY STREET: SANDLEWGO PL PED REFUGEE - NORTH

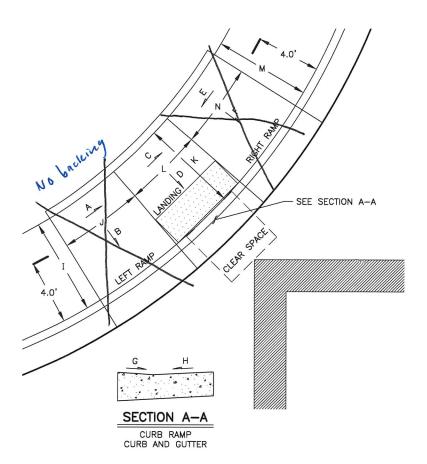
LEVEL MAKE/MODEL: STABILA 196-2

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









	MEASURED	CR ADA STANDARD
Α	-	8.3% MAX
В	_	2.0% MAX
С	0.6	2.0% MAX
D	1.0	2.0% MAX
Ε	-	8.3% MAX
F	_	2.0% MAX
G	11-0	8.3% MAX
Н	2.7	5.0% MAX
I	-	48" MIN
J		15.0' MAX
К	8.9'	48" MIN
L	5.0	60" MIN
М	_	48" MIN
N	-	15.0' MAX

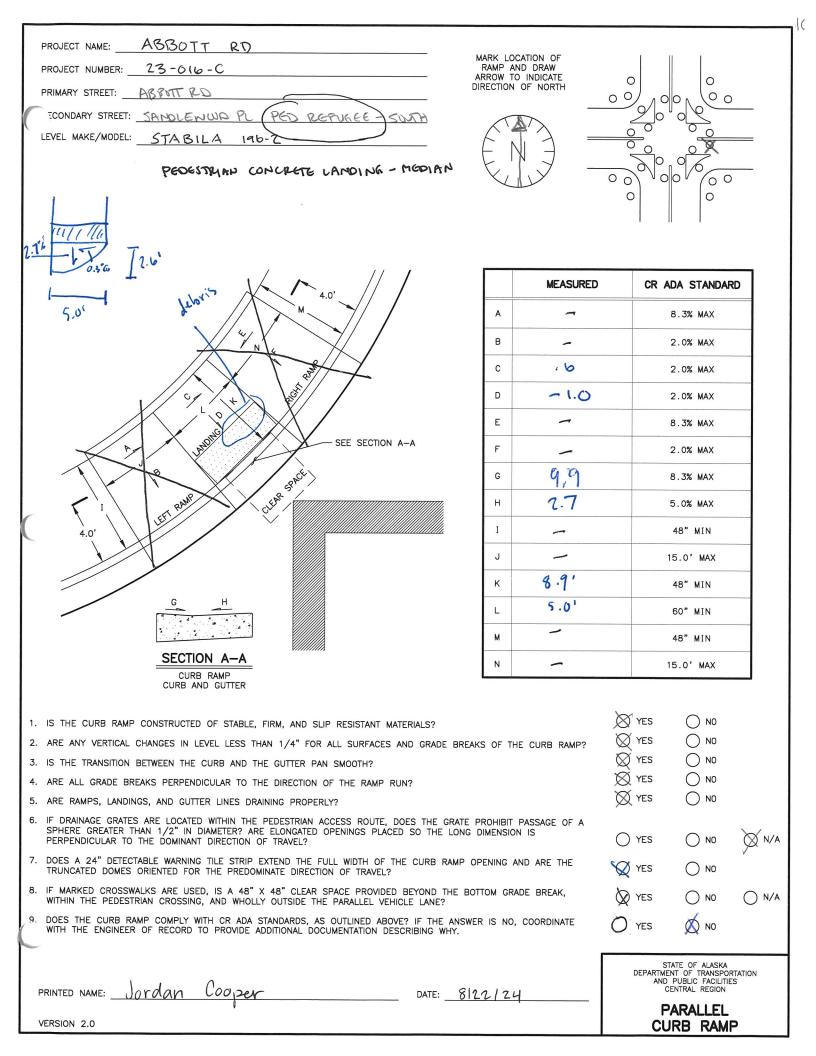
	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	○ NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	YES	○ NO	
1.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O 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?	X YES	○ NO	
3.	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?	<b>X</b> YES	O 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	

VERSION 2.0

PRINTED NAME: Jordan Cooper

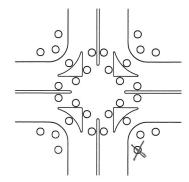
DATE: 8/22/24

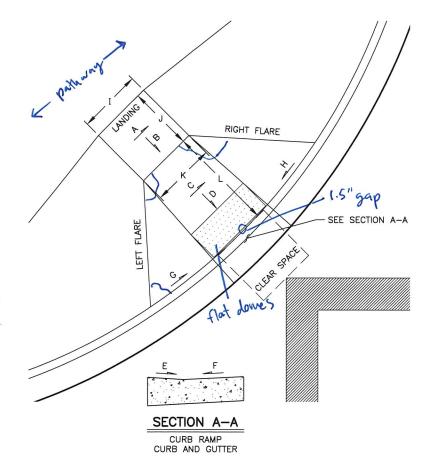
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION



PROJECT NAME:	ABBOTT RD	
PROJECT NUMBER:	23-016-0	
PRIMARY STREET:	ABBOTT RD	
ECONDARY STREET:	Brayton Dr. SE	
	STABILA 196-2	







	MEASURED	CR ADA STANDARD
Α	0.8	2.0% MAX
В	3.2	2.0% MAX
С	0.6	2.0% MAX
D	3.5	8.3% MAX
E	8.3	8.3% MAX
F	6.7	5.0% MAX
G	4.9	10.0% MAX
Н	3.4	10.0% MAX
I	10'	36" MIN
J	4.8' / 3.41	36" MIN
к	5.11	36" MIN
L	7.0	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?	XES YES	O N0	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	○ NO	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	YES	O N0	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X 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	O 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?	X 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?	X 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	Ø NO	

VERSION 2.0

PRINTED NAME: Jordan Cooper

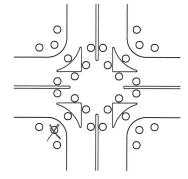
DATE: 8/22/24

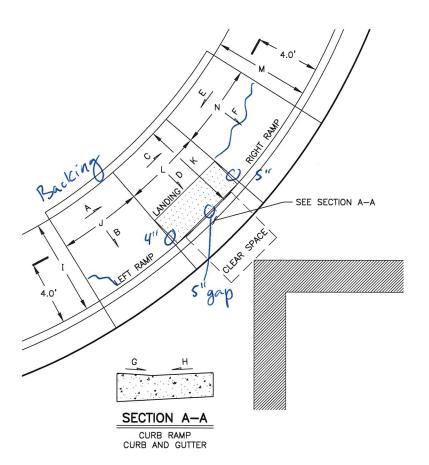
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PERPENDICULAR CURB RAMP

PROJECT NAME: ABBOTT RD	
PROJECT NUMBER:	
PRIMARY STREET: About Rd.	
SCONDARY STREET: EVIN DY SW	
LEVEL MAKE/MODEL: STABILA 196-2	_







	MEASURED	CR ADA STANDARD
Α	4.0	8.3% MAX
В	0-1	2.0% MAX
С	0.8	2.0% MAX
D	0.7	2.0% MAX
Ε	3.4	8.3% MAX
F	1.0	2.0% MAX
G	7.9	8.3% MAX
Н	1.5	5.0% MAX
I	9.9'	48" MIN
J	6.5'	15.0' MAX
К	10,	48" MIN
L	5.9'	60" MIN
М	16'	48" MIN
N	6.11	15.0' MAX

		>-/	_	
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	YES	O NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	O N0	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X YES	O 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	O 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	○ N0	<b>⋈</b> 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	<b></b> N0	
			•	

VERSION 2.0

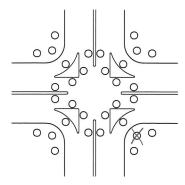
PRINTED NAME: Jordan Cooper

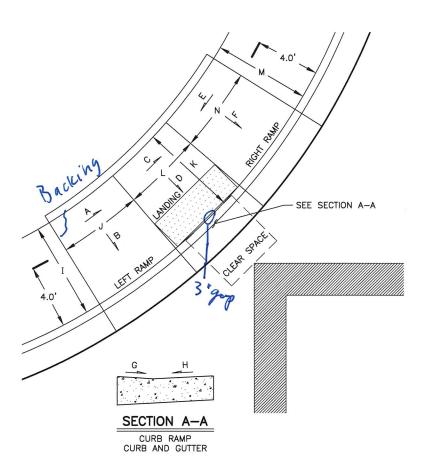
DATE: 8/22/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME:	ABBOTT RD	
PROJECT NUMBER:	23-016-C	7
PRIMARY STREET:	Abbott Rd	
ECONDARY STREET:	Erin Dr	SE
LEVEL MAKE/MODEL:	STABILA 196-2	







PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	4,4	8.3% MAX
В	0.[	2.0% MAX
С	0.9	2.0% MAX
D	1.0	2.0% MAX
Ε	3.3	8.3% MAX
F	0.9	2.0% MAX
G	3.3	8.3% MAX
Н	3.2	5.0% MAX
I	10.11	48" MIN
J	6.91	15.0' MAX
К	101	48" MIN
L	56'	60" MIN
М	SA 10.1'	48" MIN
N	5.9'	15.0' MAX

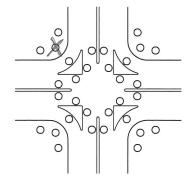
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	YES	O NO	
	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	O NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	○ NO	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X 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.	X YES	○ NO	
	_			

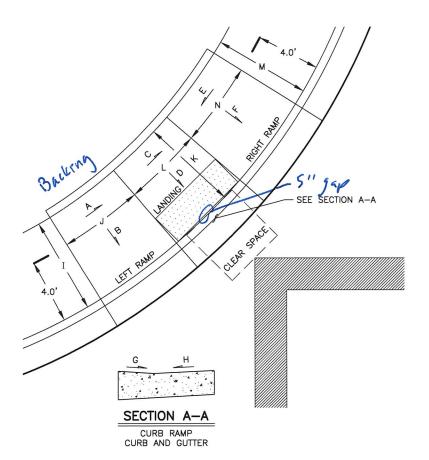
DATE: 8/22/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

_						
	PROJECT NAME:	ABBOTT	RD			_
	PROJECT NUMBER:	23-016-	С			_
l	PRIMARY STREET: _	Abbott	Rd	1.7		_
1		E Dimo	and	Blvd	(MORTH)	NW-I
	LEVEL MAKE/MODEL	STABILA	t 106	p-2		_







	MEASURED	CR ADA STANDARD
Α	国 1.7	8.3% MAX
В	0.7	2.0% MAX
С	1.1	2.0% MAX
D	1.0	2.0% MAX
Ε	4.1	8.3% MAX
F	1.6	2.0% MAX
G	5.2	8.3% MAX
Н	2.1	5.0% MAX
I	6-6'	48" MIN
J	81	15.0' MAX
К	6.41	48" MIN
L	5.9'	60" MIN
М	6.5'	48" MIN
N	6.3'	15.0' MAX

<ol> <li>3.</li> <li>4.</li> </ol>	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES YES YES YES YES YES 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	<b>⋈</b> 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?	X 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	Ø 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	○ N0	

PRINTED NAME: Jordan Cooper

VERSION 2.0

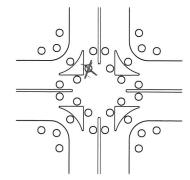
DATE: 8/22/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

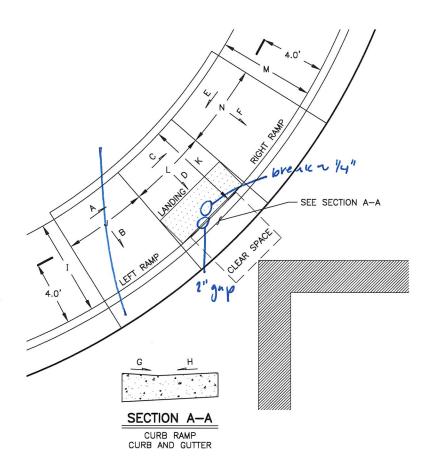
PROJECT NAME: ABBOTT RD PROJECT NUMBER: <u>23-016-C</u> PRIMARY STREET: ABBOTT RD NW-E ECONDARY STREET: E DIMONO BUYD ISLANO (EAST) LEVEL MAKE/MODEL: STABILA 196-2

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





## Refuge Island



	MEASURED	CR ADA STANDARD
Α		8.3% MAX
В		2.0% MAX
С	0.6	2.0% MAX
D	0.9	2.0% MAX
Е	2.0	8.3% MAX
F	0.5	2.0% MAX
G	2.4	8.3% MAX
Н	0.6	5.0% MAX
I		48" MIN
J		15.0' MAX
К	9'	48" MIN
L	6.3'	60" MIN
М	6.00	48" MIN
Ν	5-8'	15.0' MAX

	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	○ NO	
5.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	O NO	
ŀ.	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	Ø 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?	X YES	O NO	
3.	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	O NO	X N∕A
).	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.	X YES	O NO	
	PRINTED NAME: Jordon Cooper	DEPARTMEN AND	ATE OF ALASKA NT OF TRANSPOR PUBLIC FACILITIE NTRAL REGION	

PRINTED NAME: Jordan Cooper DATE: 8122124

VERSION 2.0

PROJECT	NAME:	ABBOTT	RD

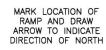
PROJECT NUMBER: 23-016-C

PRIMARY STREET: ARBOTT RD

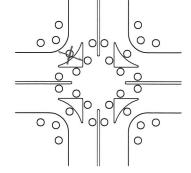
(SOUTH) HW-S ECONDARY STREET: E DIMOND BLUG ISLAND

LEVEL MAKE/MODEL: STABILA 196-2

Refuge Island







4.0'	C. L. O. L.	4.0'  M  4.0'  SEE SECTION	
	G H  SECTION A-A		
	CURB RAMP CURB AND GUTTER		

	MEASURED	CR ADA STANDARD
Α		8.3% MAX
В	ageluliningenous	2.0% MAX
С	0.7	2.0% MAX
D	0.9	2.0% MAX
Е		8.3% MAX
F		2.0% MAX
G	5.9 1.2	8.3% MAX
Н	1.2	5.0% MAX
I		48" MIN
J		15.0' MAX
К	62	48" MIN
L	6,01	60" MIN
М	Account	48" MIÑ
N		15.0' MAX

1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	XX YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	XES	O NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	XES YES	O 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?	X YES	O N0	
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	○ N0	₩ 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?	X 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.	XES	O NO	

VERSION 2.0

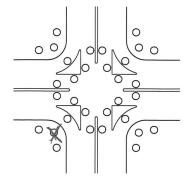
PRINTED NAME: Jordan Cooper

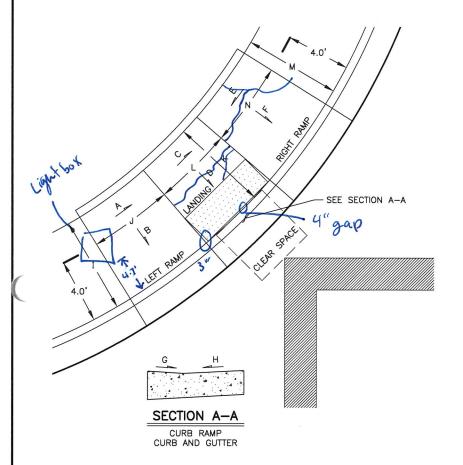
DATE: 8/22/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME: ABBOTT RO		
PROJECT NUMBER: 23-016-C		
PRIMARY STREET: Abbott Rd	; + j=	
ECONDARY STREET: COY bin DY		SW
LEVEL MAKE/MODEL: STABILA	196-2	







	MEASURED	CR ADA STANDARD
Α	4.2	8.3% MAX
В	0.1	2.0% MAX
С	0.4	2.0% MAX
D	0.3	2.0% MAX
Ε	3.4	8.3% MAX
F	0.7	2.0% MAX
G	4.4	8.3% MAX
н	2.0	5.0% MAX
I	9.81	48" MIN
J	5.91	15.0' MAX
К	9.91	48" MIN
L	5.7'	60" MIN
М	101	48" MIN
N	5.7'	15.0' MAX

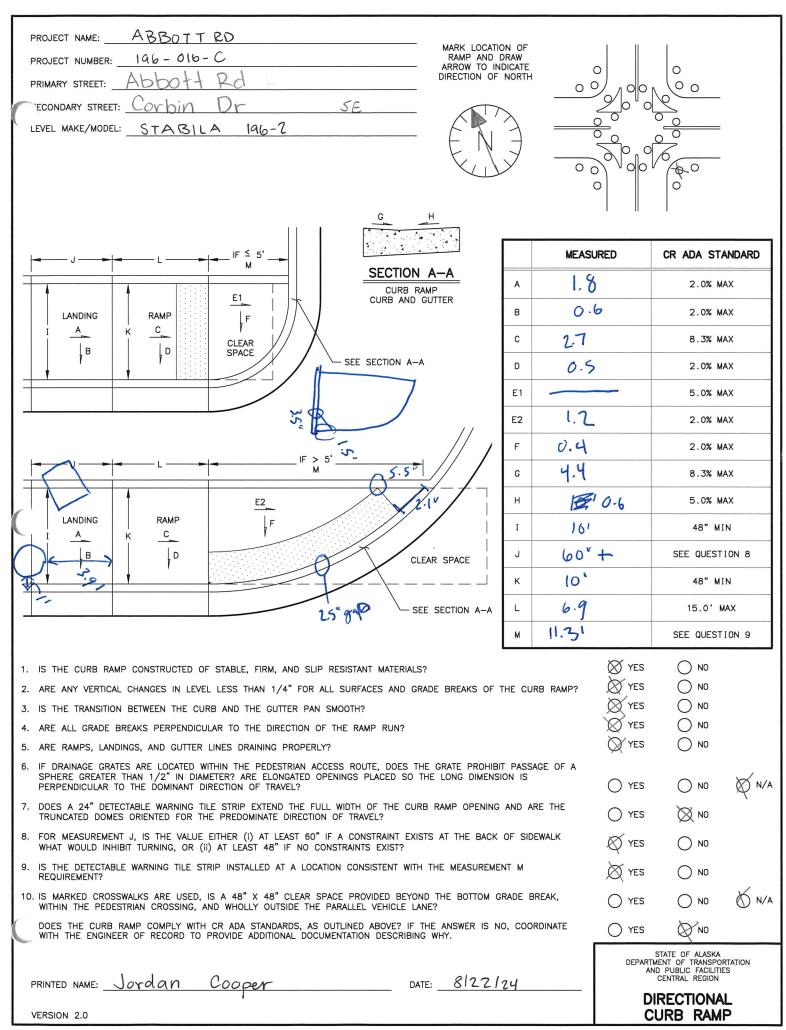
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	O NO	
	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	YES	○ NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	YES	○ NO	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O N0	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X YES	○ NO	
	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	O NO	Ø 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 NO	
	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	Ø N∕A
	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	

DATE: 8/22/24

VERSION 2.0

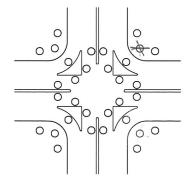
PRINTED NAME: Jordan Cooper

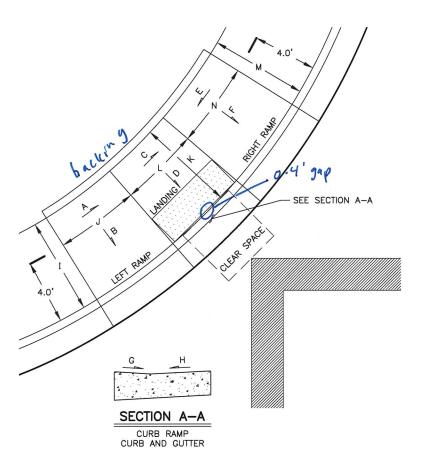
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION



PROJECT NAME:	ABBOTT	RD		_
PROJECT NUMBER:	\$ 23-016-	-C		_
PRIMARY STREET:	Abbott	Rd		_
ECONDARY STREET	E Dimo	ond Blvd	NE	_
LEVEL MAKE/MODE	STABILA	196-2		_







PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	1.4	8.3% MAX
В	1.0	2.0% MAX
С	0.2	2.0% MAX
D	0.1	2.0% MAX
E	3.8	8.3% MAX
F	0.7	2.0% MAX
G	5.3	8.3% MAX
Н	0.8	5.0% MAX
I	8.11	48" MIN
J	10.91	15.0' MAX
к	7.91	48" MIN
L	5.9'	60" MIN
М	7.9'	48" MIN
N	10.51	15.0' MAX

**PARALLEL** 

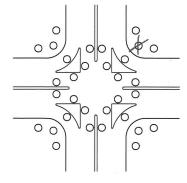
**CURB RAMP** 

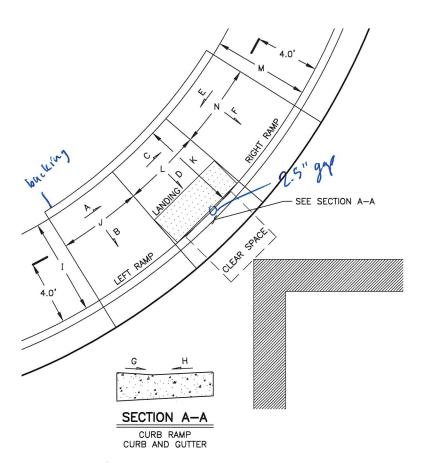
			000	
	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	○ NO	
5.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	○ NO	
١.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	○ NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	XYES	○ NO	
5.	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	○ N0	<b></b> 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	O NO	
3.	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	O NO	<b>X</b> 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.	X YES	○ NO	
	PRINTED NAME: Jos dala Connect	DEPARTMEN AND	ATE OF ALASKA NT OF TRANSPOR PUBLIC FACILITIE ENTRAL REGION	

DATE: 8/22/24

PROJECT NAME:	ABBOTT	RD			
PROJECT NUMBER: _	23-016-C				
PRIMARY STREET:	Abbott	Rd	17		
SCONDARY STREET:	E 85th	Ct		(NE (M)	
LEVEL MAKE/MODEL:	STABILA	196	-2		







	MEASURED	CR ADA STANDARD
Α	Det 0.4	8.3% MAX
В	.0.2	2.0% MAX
С	0.1	2.0% MAX
D	0.2	2.0% MAX
Е	0.7	8.3% MAX
F	0.1	2.0% MAX
G	1.4	8.3% MAX
Н	0.8	5.0% MAX
I	5-9	48" MIN
J	6-9	15.0' MAX
К	6,	48" MIN
L	5.6'	60" MIN
M	5.9'	48" MIN
N	7.31	15.0' MAX

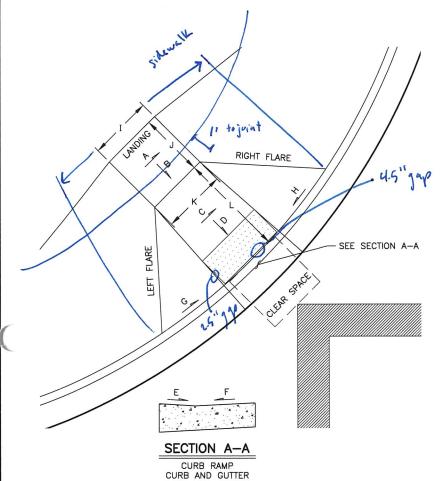
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	○ NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	YES	O NO	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X 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	X 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	○ N0	•
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	O NO	**

VERSION 2.0

PRINTED NAME: Jordon Cooper

DATE: 8/22/24

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION



	MEASURED	CR ADA STANDARD
Α	0.2	2.0% MAX
В	0.2	2.0% MAX
С	0.0	2.0% MAX
D	1.0	8.3% MAX
Ε	1-0	8.3% MAX
F	0.1	5.0% MAX
G	0.9	10.0% MAX
Н	0.9	10.0% MAX
I	11-7	36" MIN
J	7.4'	36" MIN
К	4'	36" MIN
L	G,	15.0' MAX

1				
	1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	O NO	
١	2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?		O NO	
۱	3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	YES	O NO	
ı	4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	○ NO	
I	5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X 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	X 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	Ø 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	N0	X 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: Jordan Cooper DATE: 8/22/24

PERPENDICULAR CURB RAMP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

VERSION 2.0

PROJECT NAME: ABBOTT RD

PROJECT NUMBER: 23-616-C

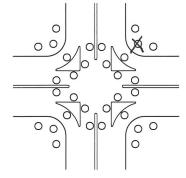
PRIMARY STREET: ABBOTT RD

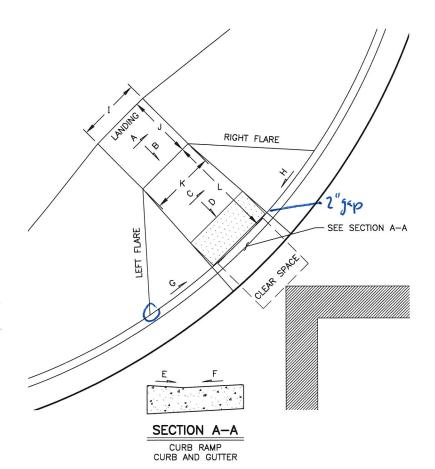
ECONDARY STREET: NORTH CARRS APPROACH (WATH)

LEVEL MAKE/MODEL: STABILA 196-2

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







	MEASURED	CR ADA STANDARD
Α	0.1	2.0% MAX
В	0.1	2.0% MAX
С	0.1	2.0% MAX
D	0.8	8.3% MAX
Ε	1.3	8.3% MAX
F	0.2	5.0% MAX
G	0.6	10.0% MAX
н	1.0	10.0% MAX
I	5 '	36" MIN
J	41	36" MIN
К	51	36" MIN
L	8.1	15.0' MAX

2. 3. 4.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES YES YES YES YES YES YES	NO N	
5.	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	X 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?	X YES	○ NO	
3.	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?	O YES	○ NO	N/A
۹.	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: Jordan Cooper DATE: 8/22/24

VERSION 2.0

PERPENDICULAR CURB RAMP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME: ABBOTT RD

PROJECT NUMBER: 23-016-C

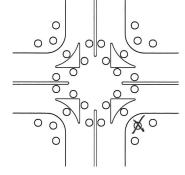
PRIMARY STREET: ABBUTT PD

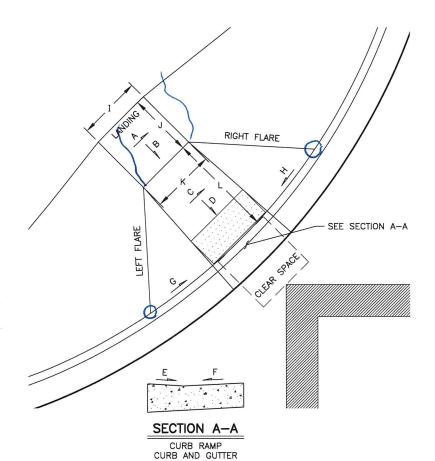
ECONDARY STREET: NOWTH CATERS APPROACH (SOUTH)

LEVEL MAKE/MODEL: STABILA 196-2

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







	MEASURED	CR ADA STANDARD
Α	0.3	2.0% MAX
В	0.3	2.0% MAX
С	0.3	2.0% MAX
D	0.7	8.3% MAX
Ε	1.8	8.3% MAX
F	0.6	5.0% MAX
G	0.8	10.0% MAX
н	0.7	10.0% MAX
I	5'	36" MIN
J	41	36" MIN
К	5'	36" MIN
L	8.1'	15.0' MAX

<ol> <li>3.</li> <li>4.</li> </ol>	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES YES YES YES YES YES	ON O	
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	Ø 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?	X YES	O 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	ØN/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.	X YES	○ NO	

PRINTED NAME: Jordan Cooper DATE: 8/22/24

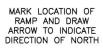
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

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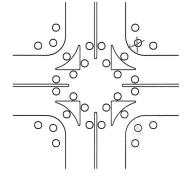
PERPENDICULAR CURB RAMP

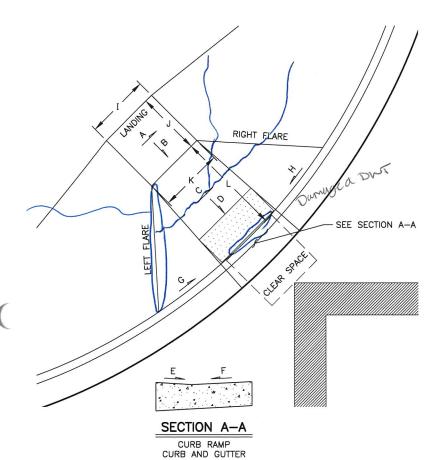
VERSION 2.0

PROJECT NAME:	ABBOTT RD
PROJECT NUMBER:	23-016-C
PRIMARY STREET:	Abbott Rd
ECONDARY STREET:	S COUYS Access (NORTH)
LEVEL MAKE/MODEL:	STABILA 196-2









PRINTED NAME: Jordan Cooper

VERSION 2.0

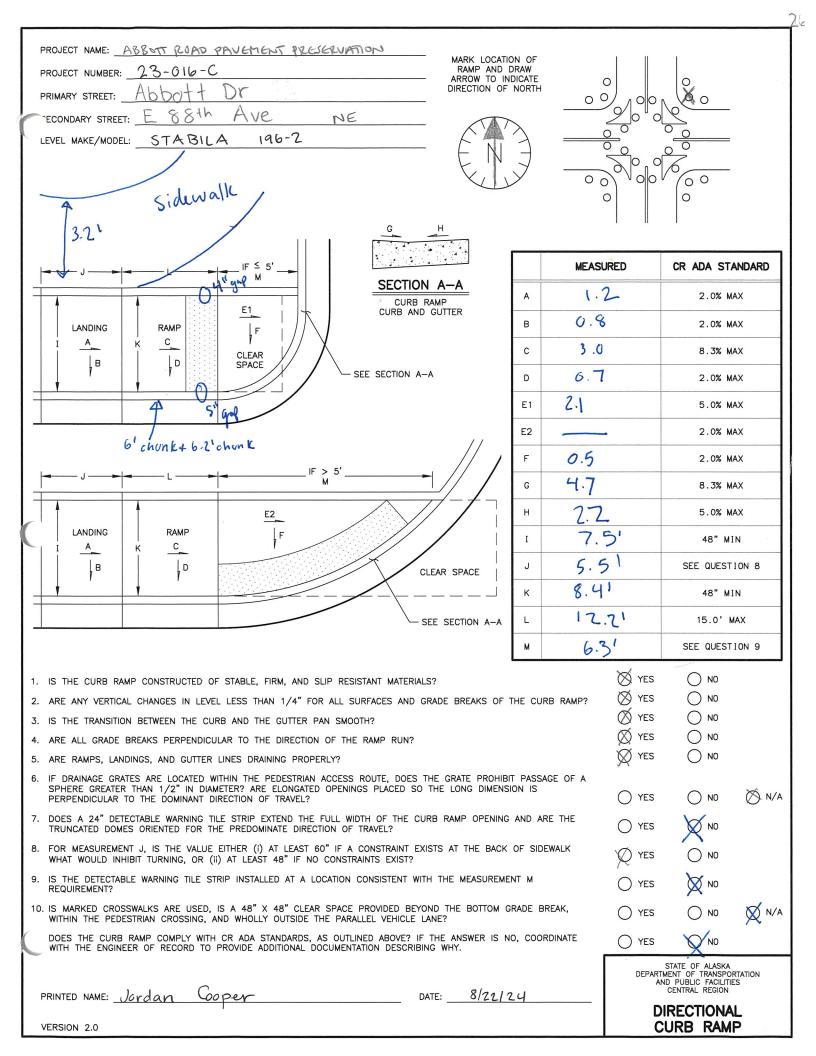
	MEASURED	CR ADA STANDARD
Α	0.2	2.0% MAX
В	0.1	2.0% MAX
С	0.3	2.0% MAX
D	2.9	8.3% MAX
Е	5.6	8.3% MAX
F	2.1	5.0% MAX
G	3.3	10.0% MAX
Н	5.0	10.0% MAX
I	5.01	36" MIN
J	4.01	36" MIN
К	5.0	36" MIN
L	8.1'	15.0' MAX

**PERPENDICULAR CURB RAMP** 

		S		
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	YES YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	O 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?	X YES	O 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	O 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?	X YES	○ NO	
В.	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	Ø 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.	XES	ON O	
	DRINTED NAME: JOYCHANA CARRAN DATE: 8/22/24	DEPARTME AND	TATE OF ALASKA ENT OF TRANSPO PUBLIC FACILITIE ENTRAL REGION	

DATE: 8/22/24

		and a superior of the superior and the superior of the superio
PROJECT NAME: ABBOTT RD  PROJECT NUMBER: 23-016-C  PRIMARY STREET: Abbott Rd  ECONDARY STREET: S CAYYS ACCESS SOUTH  LEVEL MAKE/MODEL: STABILA 196-2	MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE DIRECTION OF NORTH	
	MEASURED	CR ADA STANDARD
	A 0.6	2.0% MAX
Jacobs J RIGHT FLARE	в 6.5	2.0% MAX
RIGHT FLARE	c 0.5	2.0% MAX
K 6/10 X	0 3.7	8.3% MAX
	E 11.5	8.3% MAX
SEE SECTION A-A	F 2.3	5.0% MAX
SEE SECTION A-A	G 41.1	10.0% MAX
College Street	н 3.3	10.0% MAX
	1 4.9	36" MIN
	J 4'	36" MIN
E F	к 5'	36" MIN
	L 8'	15.0' MAX
SECTION A—A  CURB RAMP CURB AND GUTTER		XX VEC O NO
<ol> <li>IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?</li> <li>ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BR</li> </ol>	PEAKS OF THE CURR RAMP?	
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	AS THE COMB TWIME.	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?		YES
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	TE DROUBLE DASSAGE OF A	
<ol> <li>IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRAT SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LON PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?</li> </ol>		○ YES ○ NO Ø N/A
<ol> <li>DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMF TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?</li> </ol>	P OPENING AND ARE THE	XYES ONO
8. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?	BOTTOM GRADE BREAK,	○ YES ○ NO ※ N/A
9. DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.	SWER IS NO, COORDINATE	○ YES X NO
PRINTED NAME: Jordan Cooper DATE:	8/22/24	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION  PERPENDICULAR
VERSION 2.0		CURB RAMP



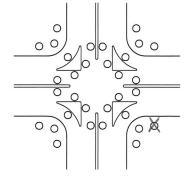
PROJECT NAME:	ABBOTT RD
PROJECT NUMBER:	23-016-C
DRIMARY STREET.	Abbott Rd

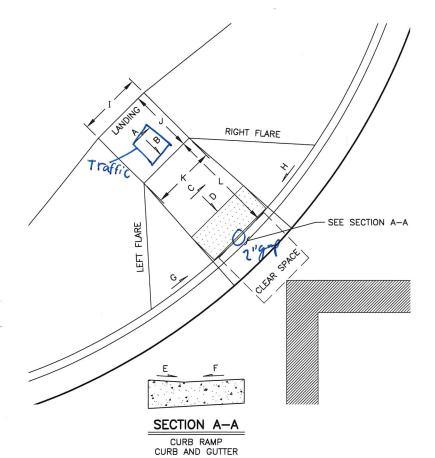
ECONDARY STREET: E 88+10 AVE 5E-6455

LEVEL MAKE/MODEL: STABILA (96-2

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







	MEASURED	CR ADA STANDARD
Α	6.5	2.0% MAX
В	0.7	2.0% MAX
С	0.6	2.0% MAX
D	0.8	8.3% MAX
Е	6.3	8.3% MAX
F	2.2	5.0% MAX
G	2.6	10.0% MAX
Н	2.4	10.0% MAX
I	4.11	36" MIN
J	4.41	36" MIN
К	4'	36" MIN
L	4.11	15.0' MAX

		<b>-</b>	_	
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	O NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	O N0	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X 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	<b>⋈</b> 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?	X YES	○ NO	O 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: Jordan Cooper DATE: 8/22/24

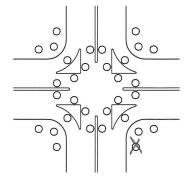
PERPENDICULAR CURB RAMP

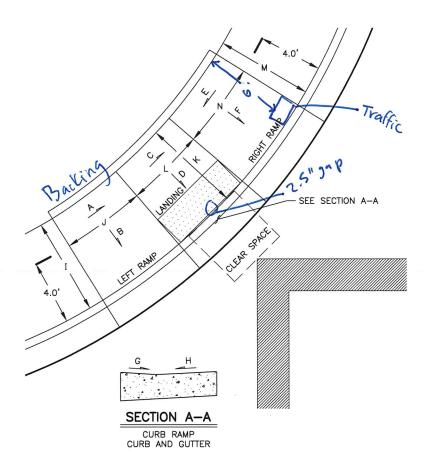
VERSION 2.0

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME:	ABBOTT	RD	 	
PROJECT NUMBER:	23-016-	C		
PRIMARY STREET:	Abbott	Rd		
ECONDARY STREET		,	SE-SOUTH	
LEVEL MAKE/MODEL			 	







	MEASURED	CR ADA STANDARD
Α	0.1	8.3% MAX
В	1.3	2.0% MAX
С	1.2	2.0% MAX
D	0.5	2.0% MAX
Ε	2.9	8.3% MAX
F	1.7	2.0% MAX
G	6.7	8.3% MAX
Н	1.9	5.0% MAX
I	8.21	48" MIN
J	3.5'	15.0' MAX
К	7.71	48" MIN
L	4.91	60" MIN
М	7.91	48" MIN
N	<b>४.</b> ५५	15.0' MAX

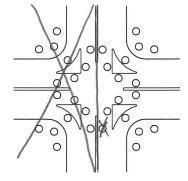
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	✓ YES	O N0	
	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	○ NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	XES	○ NO	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	○ NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES	O N0	
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	X 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?		O 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?	X YES	O 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	
_				
	DATE: 8/22/24	DEPARTME AND	TATE OF ALASKA ENT OF TRANSPOP PUBLIC FACILITIE CENTRAL REGION	

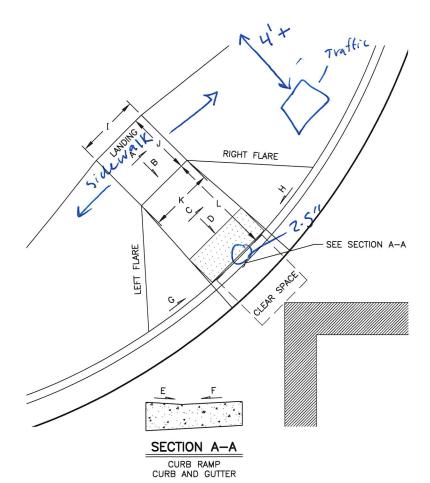
PRINTED NAME: Jordan Cooper DATE: 8/22/24

VERSION 2.0

PROJECT NAME:	ABBOTT	RD		
PROJECT NUMBER:	23-016-C			
PRIMARY STREET: _	Abbott	Rd	RT	
	E 88th			Sw
LEVEL MAKE/MODEL	: STABILA	4 196	-7.	







	MEASURED	CR ADA STANDARD
Α	0.2	2.0% MAX
В	1.3	2.0% MAX
С	6.1	2.0% MAX
D	3.7	8.3% MAX
E	12.0	8.3% MAX
F	2.3	5.0% MAX
G	4.5	10.0% MAX
Н	3.3	10.0% MAX
I	704	36" MIN
J	63'	36" MIN
к	4.01	36" MIN
L	67'	15.0' MAX

١.	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	O 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	O NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	XES	○ 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	Ø 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?	XES	O 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.	O YES	₩ NO	

PRINTED NAME: Jordan Cooper

VERSION 2.0

DATE: 8/22/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PERPENDICULAR CURB RAMP

PROJECT NAME: ARBOTT RA MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE PROJECT NUMBER: 23-016C DIRECTION OF NORTH PRIMARY STREET: NE CONDARY STREET: LEVEL MAKE/MODEL: PRIVATE 00 0 0 **MEASURED** CR ADA STANDARD 2.3 2.0% MAX 2.0% MAX RIGHT FLARE 1.9 C 2.0% MAX 3.2 D 8.3% MAX 3.3 8.3% MAX SEE SECTION A-A FLARE 4.4 F 5.0% MAX SPACE 3.9 LEF1 G 10.0% MAX 4.7 Н 10.0% MAX 41 Ī 36" MIN 7.41 1.11 36" MIN 4' K 36" MIN 6.11 L 15.0' MAX SECTION A-A CURB RAMP CURB AND GUTTER ( ) NO 1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS? ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP? YES IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH? YES ( ) NO ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN? YES ( ) NO ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY? 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 YES PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL? 7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE () YES TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL? 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 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 STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION 8.23.2024 PRINTED NAME: NIGHT AND ILENS DATE:

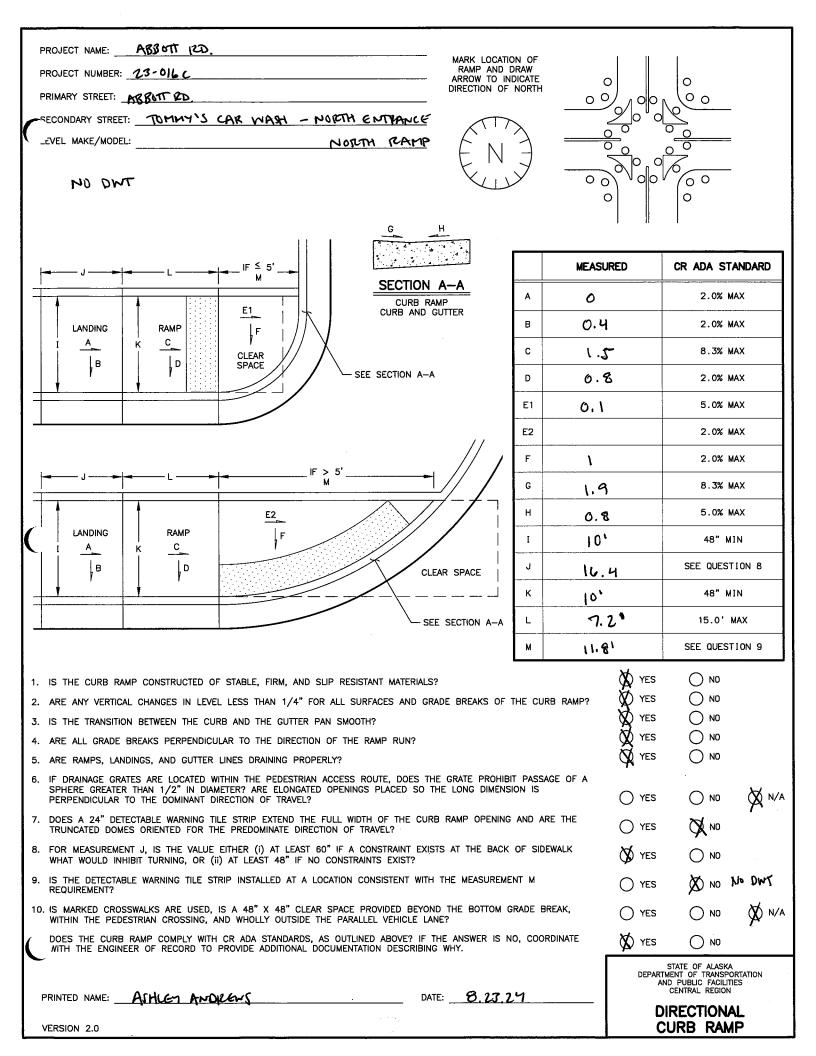
VERSION 2.0

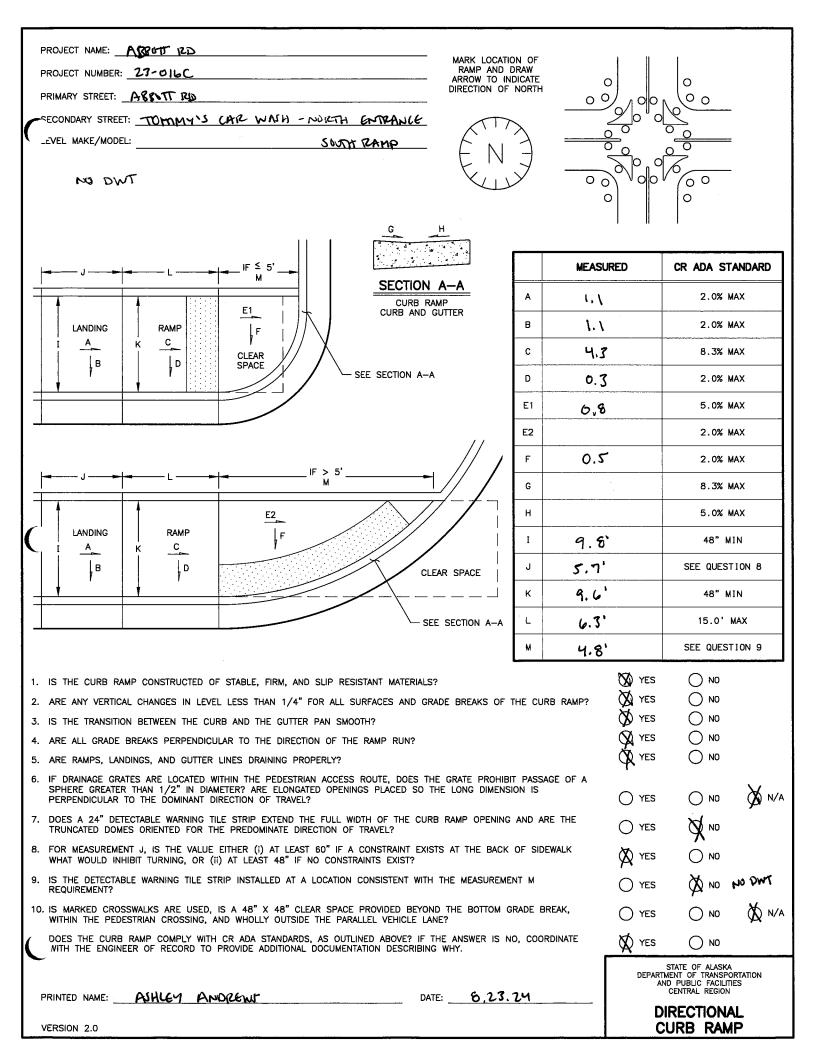
PERPENDICULAR CURB RAMP

PROJECT NAME: ABBUTT RD MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE PROJECT NUMBER: 23-0166 DIRECTION OF NORTH PRIMARY STREET: 00 ECONDARY STREET: LEVEL MAKE/MODEL: PRIVATE 0 MO DUT **MEASURED** CR ADA STANDARD 6.9 2.0% MAX В 2.0% MAX RIGHT FLARE 2.0% MAX D 8.3% MAX 3. 4.9 E 8.3% MAX SEE SECTION A-A FLARE 5.0% MAX SPACE G 10.0% MAX 10.0% MAX I 36" MIN J 36" MIN Κ 36" MIN 6.01 15.0' MAX SECTION A-A CURB RAMP CURB AND GUTTER 1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS? YES ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP? YES IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH? YES ( ) NO ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN? ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY? 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 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? IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GRADE BREAK, YES WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE? 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 STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION PRINTED NAME: ASHLEY ANDREWS 8.23.2024 PERPENDICULAR

VERSION 2.0

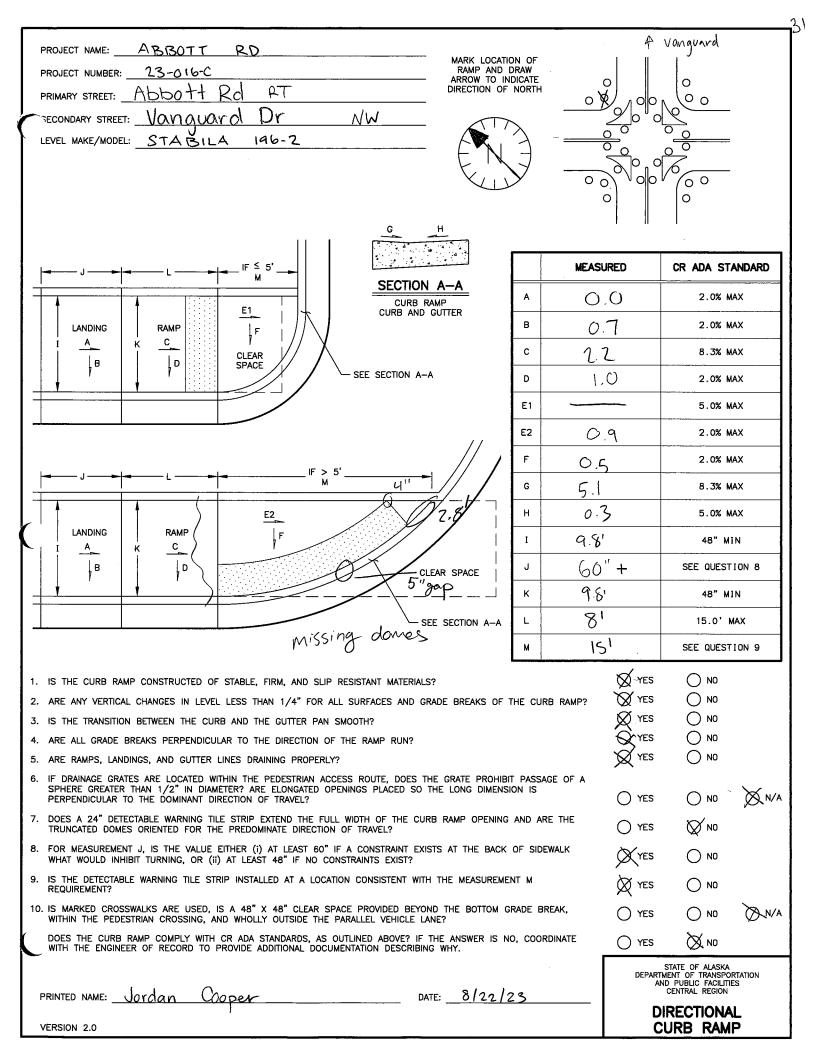
CURB RAMP

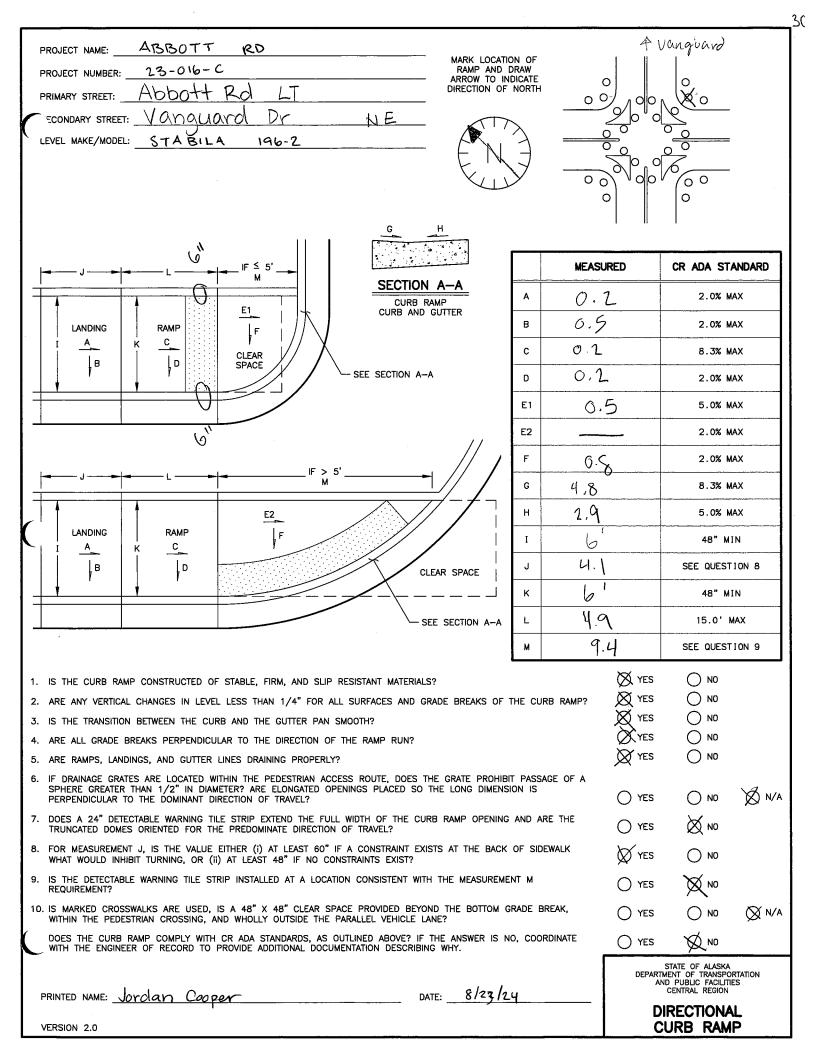




PROJECT NAME: ARROTT RO.  PROJECT NUMBER: 23-016 MARK LOCATION RAMP AND DARROW TO INC.	DRAW				
PRIMARY STREET: PSBUT PD ARROW TO INC.  DIRECTION OF		0 0		, (00	
ECONDARY STREET: TOMMY'S CAR WASH - JOUTH ENTINGLE			200	6	
LEVEL MAKE/MODEL:	7		<u> </u>	0_0	
mo om	7	0 0		0	
J IF ≤ 5' M		MEASU	IRED	CR ADA STA	ANDARD
SECTION A-A	Α	0	)	2.0% M	AX
LANDING RAMP F CURB AND GUTTER	В	0.5		2.0% M	AX
I A K C CLEAR SPACE	С	3.8'		8.3% M	AX
SEE SECTION A-A	D	0.8		2.0% M	AX
	E1			5.0% M	AX
	E2	0.9	ļ	2.0% M	AX
	F	0.8	3	2.0% M	AX
	G			8.3% M	AX
<u> </u>	н			5.0% M	AX
LANDING RAMP F	I	9,4	<del>ا</del>	48" MI	N
B D CLEAR SPACE	J	6.0		SEE QUEST	ION 8
	К	9.6	1	48" M	N
SEE SECTION A-A	L	4.7'		15.0' N	IAX
	М	6.4		SEE QUEST	ION 9
<ol> <li>IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?</li> <li>ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF T</li> <li>IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?</li> </ol>	THE CU	RB RAMP?	YES YES YES	○ NO ○ NO	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?			YES YES	N0 N0	
ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?      IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRATE PROHIBIT SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSISPERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?		AGE OF A	YES	○ NO	Ø N∕A
7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	AND A	RE THE	YES	∑ NO	<b>*</b>
8. FOR MEASUREMENT J, IS THE VALUE EITHER (i) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK	OF SID	EWALK	YES	O №	
WHAT WOULD INHIBIT TURNING, OR (ii) AT LEAST 48" IF NO CONSTRAINTS EXIST?  9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT	NT M		YES	Ø NO 1	wa w
REQUIREMENT?  10. IS MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GI	RADE E	BREAK,	YES	ONO	<b>⊘</b> N/A
WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?  DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NOT THE PARALLEL VEHICLE COMPLY WITH THE PARALLEL COMPLY WITH THE PARALLE COMPLY WITH THE PARALLEL COMPLY WITH THE PARALLEL COMPLY WITH THE PARALLEL COMPLY WITH THE PARALLE COMPLY WITH THE PARALLE COMP	o, coo	RDINATE	YES	○ NO	7
WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.			DEPART	STATE OF ALASKA IMENT OF TRANSPO ND PUBLIC FACILITII CENTRAL REGION	
PRINTED NAME: ANDREWS DATE: 6.27. 2  VERSION 2.0	<u> </u>			IRECTIONA CURB RAM	

PROJECT NAME: ABBUT PA  PROJECT NUMBER: 23-016 C  PRIMARY STREET: ABBUT 124  CECONDARY STREET: TOMMY'S CAR WAS A - SOUTH ENTRANCE  LEVEL MAKE/MODEL: SOUTH  NO DWT  C H	RAW ICATE NORTH			
F ≤ 5'		EASURED	CR ADA STANDA	RD
SECTION A-A	Α		2.0% MAX	
CURB RAMP CURB AND GUTTER  LANDING RAMP	В	1	2.0% MAX	
I A K C CLEAR // CLEAR	С	<del>'</del> 4.3	8.3% MAX	
B SPACE SECTION A-A	D	0	2.0% MAX	
	E1	1.4	5.0% MAX	
	E2		2.0% MAX	
	F	0.4	2.0% MAX	
	G		8.3% MAX	
	Н		5.0% MAX	
I A K C	ı	10'	48" MIN	
D CLEAR SPACE	J		SEE QUESTION	8
	K /	· , , ·	48" MIN	
SEE SECTION A-A	L		15.0' MAX	
	М		SEE QUESTION	9
1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?		∯ YES	O NO	
2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE	HE CURB RAMP		○ NO	
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?      4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?		YES YES	○ NO	
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?		YES	O NO	
IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRATE PROHIBIT SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSIC PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?		•	O NO Ø	<b>∮</b> N/A
TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	AND ARE THE	○ YES	Ø NO	~
8. FOR MEASUREMENT J, IS THE VALUE EITHER (i) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK (	OF SIDEWALK	Ŭ YES	O NO	
WHAT WOULD INHIBIT TURNING, OR (ii) AT LEAST 48" IF NO CONSTRAINTS EXIST?  9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMEN	тм	YES	Ø NO Ne	ZWC
REQUIREMENT?  10. IS MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GR		○ YES	<b>165</b>	<b>∮</b> N/A
WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?  DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NO		V YES		₹‴^
WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.		<b>A</b> 'ES	STATE OF ALASKA	
DRINTED MANE. ACAD A.	Li	DEPAR A	IMENT OF TRANSPORTATIO ND PUBLIC FACILITIES CENTRAL REGION	N
PRINTED NAME: ASHLEY ANDREWS DATE: 8.23.2  VERSION 2.0			DIRECTIONAL CURB RAMP	





LANDING RAMP LANDI	PROJECT NAME: ABBOTT RD  PROJECT NUMBER: 23-016-C  PRIMARY STREET: Abbott Rd RT  ECONDARY STREET: Vanguay d Dy  LEVEL MAKE/MODEL: STABILA 196-2  G H	RAW DICATE NORTH		Vangvava	d
CURB MAND GUITER  A 1, 2 2.0% MAX  CURB MAND GUITER  B 0, 9 2.0% MAX  C 3, 5 8.3% MAX  C 3, 5 8.3% MAX  D 0.1 2.0% MAX  E1 5.0% MAX  E2 0.3 2.0% MAX  E1 5.0% MAX  E2 0.3 2.0% MAX  E2 0.3 15.0% MAX  E2 0.3 2.0% MAX  E3 0.5 7 8.3% MAX  E4 0.5 1.0% MAX  E2 0.3 2.0% MAX  E2 0.3 2.0% MAX  E3 0.5 7 8.3% MAX  E4 0.5 1.0% MAX  E2 0.3 2.0% MAX  E2 0.3 2.0% MAX  E3 0.5 1.0% MAX  E4 0.5 1.0% MAX  E5 0.5 1.0% MAX  E7 0.5 1.0% MAX  E7 0.5 1.0% MAX  E8 0.5 7 8.3% MAX  E9 0.5 1.0% MAX  E1 0.5 1.0% MAX  E2 0.3 2.0% MAX  E3 0.0% MAX  E4 0.1 1.0% MAX  E5 0.0 1.0% MAX  E6 0.5 7 8.3% MAX  E7 0.5 1.0% MAX  E7 0.5 1.0% MAX  E8 0.0% H SEE GUESTION 6  E8 0.0% H SEE GU		MEASU	JRED	CR ADA ST	ANDARD
LANDING RAMP  CLEAR SPACE  LANDING RAMP  CLEAR SPACE  CLE	SECTION A-A	A [, 1	7	2.0% M	IAX
SEE SECTION A-A    C	E1 CURB AND GUTTER		_	2.0% M	IAX
SEE SECTION A-A  D  Q  Q  Q  Q  Q  Q  Q  Q  Q  Q  Q  Q	$\begin{bmatrix} I & A & K & C \\ & \vdots & & \end{bmatrix}$ CLEAR $\begin{bmatrix} I \\ I \end{bmatrix}$	c 3.	3	8.3% M	IAX
LANDING RAMP  LUNDING RAMP  CLEAR SPACE  CLEAR SPACE  CLEAR SPACE  LUNDING RAMP  CLEAR SPACE  LUNDING RAMP  CLEAR SPACE  LUNDING RAMP  SEE GUESTION 8  LUNDING RAMP  CLEAR SPACE  LUNDING RAMP  SEE GUESTION 8  LUNDING RAMP  LUNDING RAMP  SEE GUESTION 9  LUNDING RAMP  SEE GUESTION 9  LUNDING RAMP  SEE GUESTION 9  LUNDING RAMP  LUNDING RAMP  SEE GUESTION 9  LUNDING RAMP  SE		D 0	.{	2.0% M	IAX
F   0. 3   2.0% MAX		E1		5.0% M	IAX
LANDING RAMP  LA		E2 0.8	3	2.0% M	IAX
LANDING RAMP  LANDING RAMP RUN?  LANDING RUN	IE > 6'	F Ö.	3	2.0% M	IAX
LANDING  RAMP    1		G 5.	7	8.3% M	IAX
LANDING BAMP B CLEAR SPACE    1   9   8   48" MIN   1   0   0" + SEE QUESTION 8	E2	н О.	l	5.0% M	IAX
SEE SECTION A-A	LANDING RAMP	1 9.8	)	48" M	IN
1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?  6. IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRATE PROHIBIT PASSAGE OF A SPHERE GRATET THAN 1/2". IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSION IS  9. PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?  7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE  17. THE VINCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?  8. FOR MEASUREMENT J, IS THE VALUE EITHER (I) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK  WHAT WOULD INHIBIT TURNING, OR (II) AT LEAST 48" IF NO CONSTRAINTS EXIST?  9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M  REQUIREMENT?  10. IS 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 LANC?  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.  DATE: 81 22 12 4   DIRECTIONAL	B CLEAR SPACE	J 60'	+	SEE QUEST	10N 8
1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?  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  7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE TRUNCACED DONES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?  8. FOR MEASUREMENT J, IS THE VALUE EITHER (1) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WHAT WOULD INHIBIT TURNING, OR (11) AT LEAST 48" IF NO CONSTRAINTS EXISTS?  9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M REQUIREMENT?  10. IS 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 LANCE.  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.  DATE: 81 22 12 4  DIRECTIONAL  DIRECTIONAL		к 9,8	1	48" M	IN
1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  3. IS THE TRANSITION BETWEEN THE CURB AND THE GUITER PAN SMOOTH?  4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  5. ARE RAMPS, LANDINGS, AND GUITER LINES DRAINING PROPERLY?  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  7. DOES A 24" DETECTABLE WARRING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?  8. FOR MEASUREMENT J, IS THE VALUE EITHER (1) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WHAT WOULD INHIBIT TURNING, OR (ii) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WHAT WOULD INHIBIT TURNING, OR (ii) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WES NO PER CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?  9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M REQUIREMENT?  10. IS 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?  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.  DIRECTIONAL  DIRECTIONAL		L 8'		15.0' 1	MAX
2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?  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?  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?  8. FOR MEASUREMENT J, IS THE VALUE EITHER (i) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WHAT WOULD INHIBIT TURNING, OR (ii) AT LEAST 48" IF NO CONSTRAINTS EXIST?  9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M REQUIREMENT?  10. IS 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?  DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NO, COORDINATE WES NO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.  DATE: 8122/124  DATE: 8122/124  DIRECTIONAL	7"grb	M 14.	4'	SEE QUEST	ION 9
SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSION IS  PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?  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?  8. FOR MEASUREMENT J, IS THE VALUE EITHER (1) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WHAT WOULD INHIBIT TURNING, OR (1) AT LEAST 48" IF NO CONSTRAINTS EXIST?  9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M REQUIREMENT?  10. IS 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?  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.  DATE: 81 22 /2 4  DIRECTIONAL  DIRECTIONAL	2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF T 3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH? 4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	HE CURB RAMP?	YES YES YES	) NO NO	
TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?  8. FOR MEASUREMENT J, IS THE VALUE EITHER (i) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WHAT WOULD INHIBIT TURNING, OR (ii) AT LEAST 48" IF NO CONSTRAINTS EXIST?  9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M REQUIREMENT?  10. IS 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?  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.  DATE: 8122/24  DIRECTIONAL  DIRECTIONAL	SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONG DIMENSION	PASSAGE OF A ON IS	YES	○ NO	<b>₩</b> N/
8. FOR MEASUREMENT J, IS THE VALUE EITHER (I) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WHAT WOULD INHIBIT TURNING, OR (II) AT LEAST 48" IF NO CONSTRAINTS EXIST?  9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M REQUIREMENT?  10. IS 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?  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.  DATE: 8/22/24  DATE: 8/22/24  DIRECTIONAL		AND ARE THE	YES	Ø NO	73
9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M  REQUIREMENT?  10. IS 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?  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.  PRINTED NAME: Jordan Cooper  DATE: 8122/24  DIRECTIONAL	8. FOR MEASUREMENT J, IS THE VALUE EITHER (i) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK	OF SIDEWALK	YES	•	
10. IS 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?  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.  PRINTED NAME: Jordan Cooper  DATE: 8/22/24  DIRECTIONAL	9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMEN	NT M	YES	O NO	
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.  PRINTED NAME: Jordan Cooper  DATE: 8/22/24  DIRECTIONAL	10. IS MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GF	RADE BREAK,	YES	O NO	X N∕
PRINTED NAME: Jordan Cooper DATE: 8/22/24  STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION  DIRECTIONAL	DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NO	O, COORDINATE	YES	⊗ NO	~ (
PRINTED NAME: Uordan Coper DATE: 8122/24 DIRECTIONAL				STATE OF ALASKA IMENT OF TRANSPO ND PUBLIC FACILITI	RTATION
	<b>\</b>	24		IRECTIONA	

vanguard PROJECT NAME: ABBOTT RO MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE 23-016-C PROJECT NUMBER: 0 0 DIRECTION OF NORTH Abbat PRIMARY STREET: 00 o o SE Vanavard CONDARY STREET: STABILA 196-2 LEVEL MAKE/MODEL: 00 0 CR ADA STANDARD IF ≤ 5' **MEASURED** SECTION A-A 1.4 2.0% MAX Α CURB RAMP CURB AND GUTTER В 2.0% MAX 1.0 LANDING RAMP С 3.7 С 8.3% MAX CLEAR Ιв D SPACE SEE SECTION A-A 0-1 2.0% MAX D 0.6 5.0% MAX E1 **E2** 2.0% MAX 04 F 2.0% MAX G 8.3% MAX Н 0.6 5.0% MAX E2 LANDING RAMP I 0.0 48" MIN 10 1 J SEE QUESTION 8 В [D CLEAR SPACE 9.81 ĸ 48" MIN 6.4 15.0' MAX L SEE SECTION A-A 7.41 SEE QUESTION 9 М X YES ( ) NO 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 ON () IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH? 🚫 YES ON O ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN? ○ N0 YES 5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY? 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? 6. ( ) YES ○ NO 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? Ø № ( ) YES 8. FOR MEASUREMENT J, IS THE VALUE EITHER (i) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK X YES ( ) NO WHAT WOULD INHIBIT TURNING, OR (ii) AT LEAST 48" IF NO CONSTRAINTS EXIST? IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M ( ) YES REQUIREMENT? 10. IS MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE BOTTOM GRADE BREAK, YES WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?

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.

DATE: 8/23/24

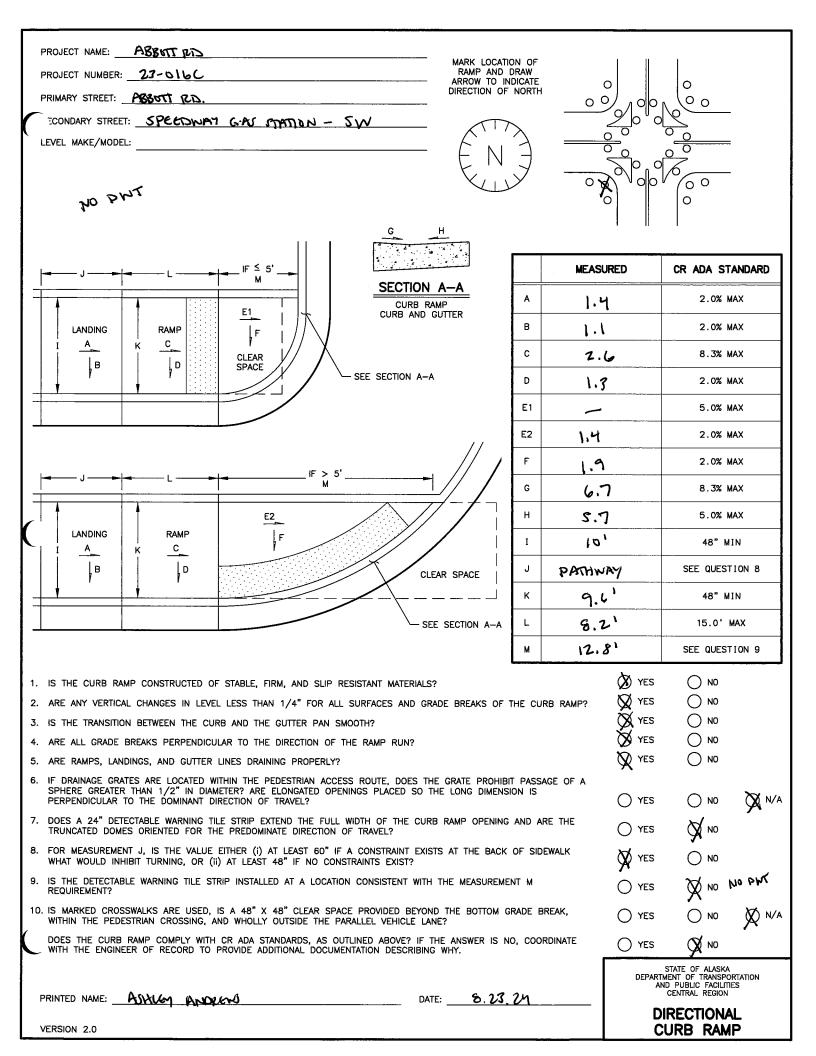
PRINTED NAME: Jordan Cooper

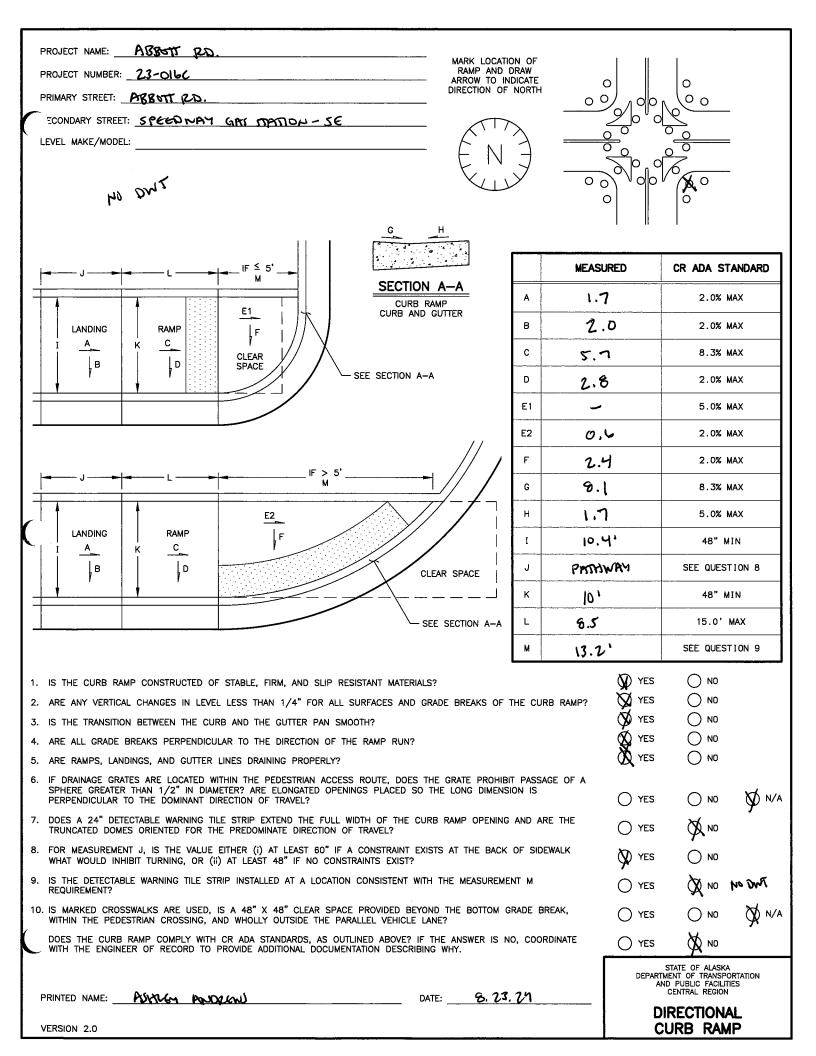
VERSION 2.0

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

YES

DIRECTIONAL CURB RAMP





PROJECT NAME: ABBOTT RD.  PROJECT NUMBER: 25-016C  PRIMARY STREET: ABBUT PD.  SECONDARY STREET: MIDNIGHT SUN STILLES ACCESS - SW  _EVEL MAKE/MODEL:	MARK LOCA RAMP AND ARROW TO DIRECTION O	DRAW INDICATE	
No DMZ	<b></b>		
4.0'		MEASURED	CR ADA STANDARD
// M // /	A	4.8	8.3% MAX
// 4/ / /	В	0.1	2.0% MAX
	С	0.4	2.0% MAX
	D	3.8	2.0% MAX
	E	1.4	8.3% MAX
SEE SECTION A-A	F	1.1	2.0% MAX
B Species	G	6.5	8.3% MAX
1 Light RAMP City Species	Н	3.4	5.0% MAX
4.0'	I	79 in	48" MIN
	J	10.81	15.0' MAX
	1 1		
	К	MSM	48" MIN

1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP 2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR A 3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN 4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF 5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY	LL SURFACES AND GRADE BREAKS OF THE CURB RAMP? SMOOTH? THE RAMP RUN?	YES YES YES YES YES YES YES	<ul><li>N0</li><li>N0</li><li>N0</li><li>N0</li><li>N0</li><li>N0</li></ul>	
IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACC SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OF PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?		YES	ONO.	<b>⋈</b> N∕A
7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FUL TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION		YES	Ø № <b>,</b>	TWO OL
8. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SF WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE		○ YES	ONO	Ø N∕A
DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCU		YES	<b>⋈</b> №	

PRINTED NAME: ASHLEM ANDREWS DATE: 5.23.24

SECTION A-A

CURB RAMP CURB AND GUTTER

VERSION 2.0

PARALLEL CURB RAMP

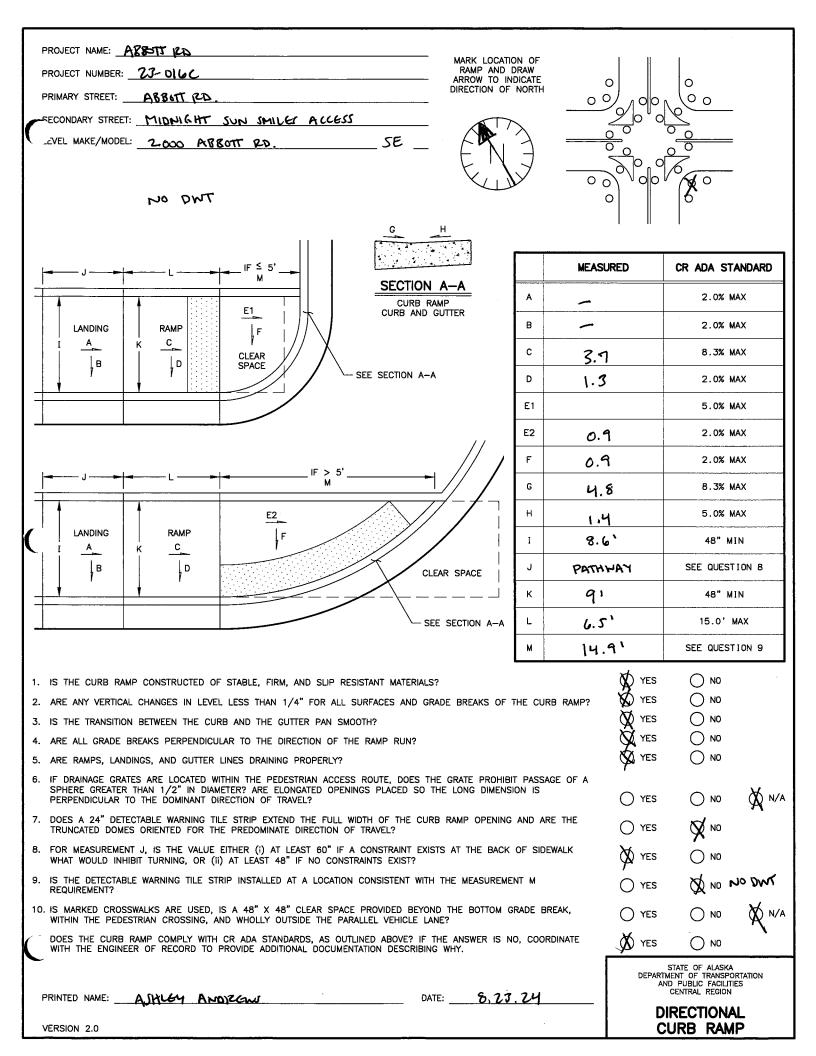
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

48" MIN

15.0' MAX

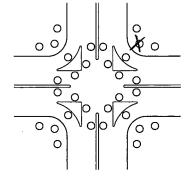
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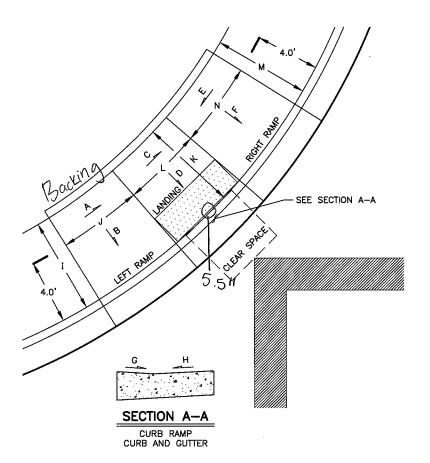
10'



PROJECT NAME:	ABBOTT	RD	
PROJECT NUMBER:	23-016-C		
PRIMARY STREET:	Abbott	Rd	
CONDARY STREET:	Dairy QI	JEEN (NORTH)	NE
LEVEL MAKE/MODEL:	STABILA	196-2	







	MEASURED	CR ADA STANDARD
Α	1.8	8.3% MAX
В	0.6	2.0% MAX
С	0.5	2.0% MAX
D	0.7	2.0% MAX
E	6.3	8.3% MAX
F	0.9	2.0% MAX
G	5.5	8.3% MAX
Н	3.1	5.0% MAX
1	9.7'	48" MIN
J	48'	15.0' MAX
к	8,71	48" MIN
L	4,91	60" MIN
М.	8.81	48" MIN
N	6.01	15.0' MAX

		<b>~</b>	_	
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	O N0	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	O №	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	YES	O №	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X YES	O N0	
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	X 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?	X YES	O 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?	O YES	NO NO	XN/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.		X NO	
_				

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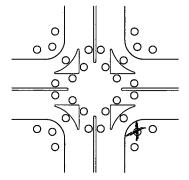
PRINTED NAME: Jordan Coper

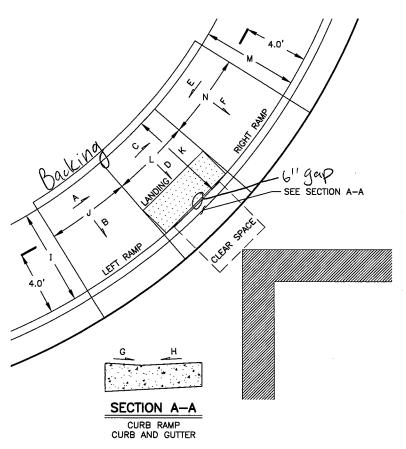
DATE: 8/23/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME: ABBOTT RD	
PROJECT NUMBER: 23-016-C	
PRIMARY STREET: Abbott Rd	
SCONDARY STREET: Dairy QUEEN (NORTH)	SE
LEVEL MAKE/MODEL: STARILA 196-7	







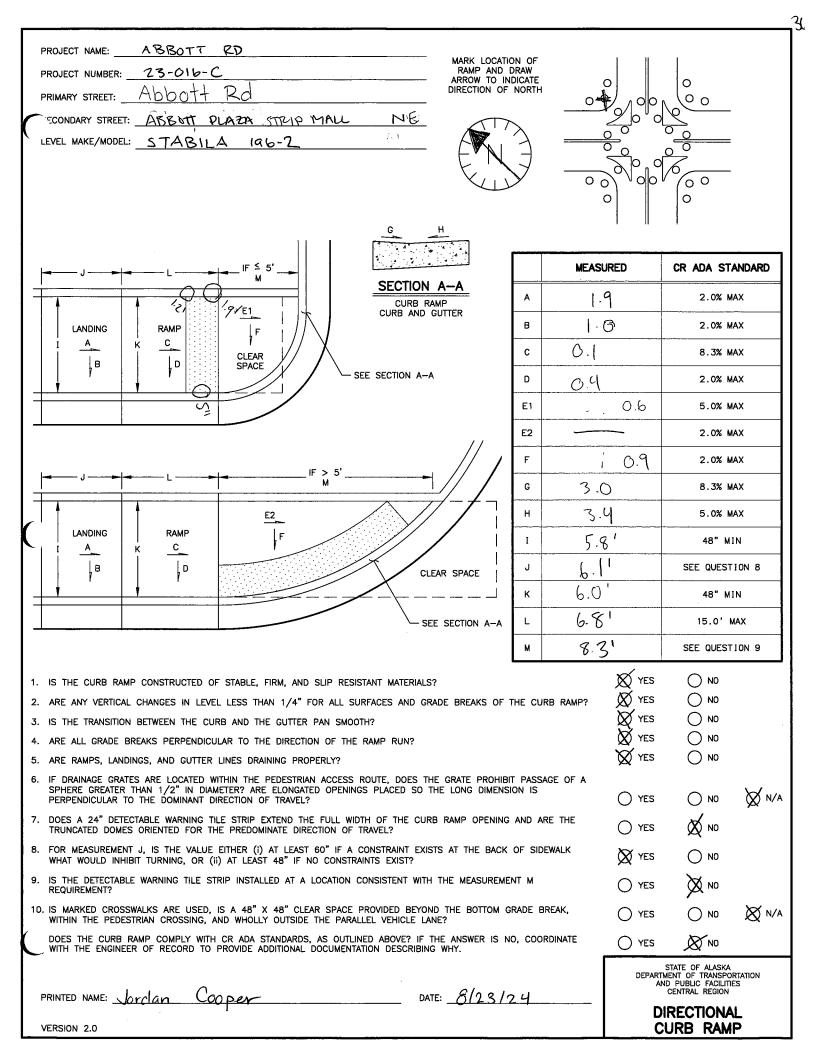
PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	4.4	8.3% MAX
В	1. [	2.0% MAX
С	0.6	2.0% MAX
D	1. \	2.0% MAX
Е	4.2	8.3% MAX
F	1.4	2.0% MAX
G	5.9	8.3% MAX
Н	0.2	5.0% MAX
I	6'	48" MIN
J	6'	15.0' MAX
к	7,4'	48" MIN
L	4.71	60" MIN
м	9.41	48" MIN
N	6.41	15.0' MAX

**PARALLEL** CURB RAMP

	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?  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 YES	O NO	X N∕A
	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?  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	<b>X</b> N∕A
<ol> <li>2.</li> <li>3.</li> <li>4.</li> <li>5.</li> </ol>	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES YES YES YES YES YES YES	<ul><li>№</li><li>№</li><li>№</li><li>№</li><li>№</li></ul>	



PROJECT NAME: ABBOTT 2D

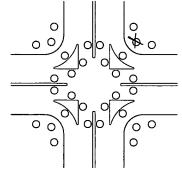
PROJECT NUMBER: 23-016-C

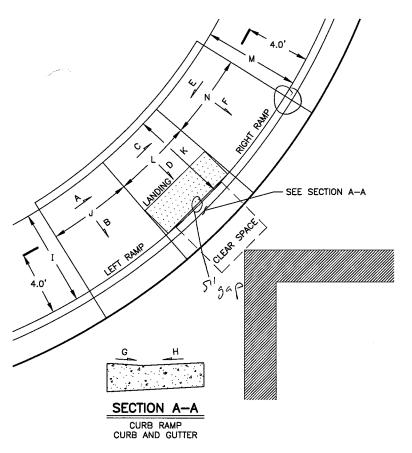
PRIMARY STREET: ABBOTT PLAZA STRIP MALL SE

LEVEL MAKE/MODEL: STABILA 196-2

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







	MEASURED	CR ADA STANDARD
A	8.0	8.3% MAX
В	0.7	2.0% MAX
O	(- (	2.0% MAX
D	0.5	2.0% MAX
E	30	8.3% MAX
F	0.7	2.0% MAX
G	7.7	8.3% MAX
Ι	10	5.0% MAX
I	5.81	48" MIN
7	4.11	15.0' MAX
к	6.31	48" MIN
١	4.01	60" MIN
М	6.6	48" MIN
N	5.3	15.0' MAX

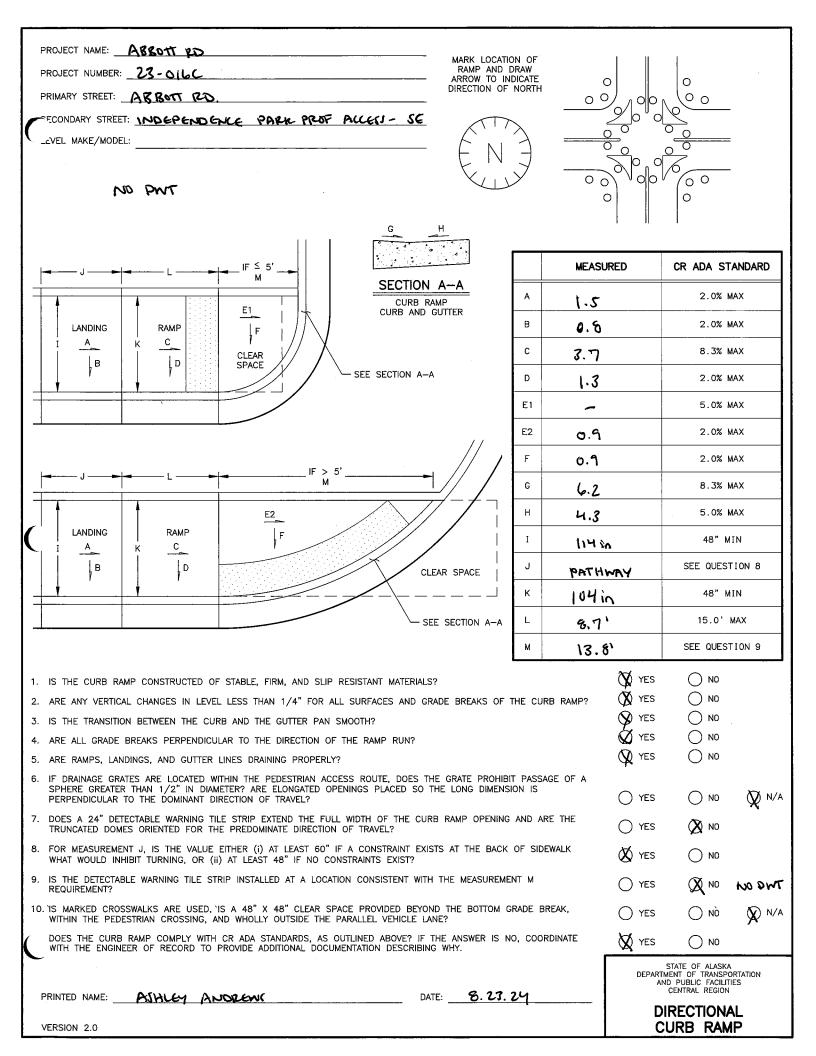
2. 3. 4.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES YES YES YES YES YES	<ul><li>№</li><li>№</li><li>№</li><li>№</li><li>№</li></ul>	
3.	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	○ N0	X 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?	<b>⋈</b> YES	○ NO	
3.	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	N0	Ø 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	<b>≫</b> NO	
_				

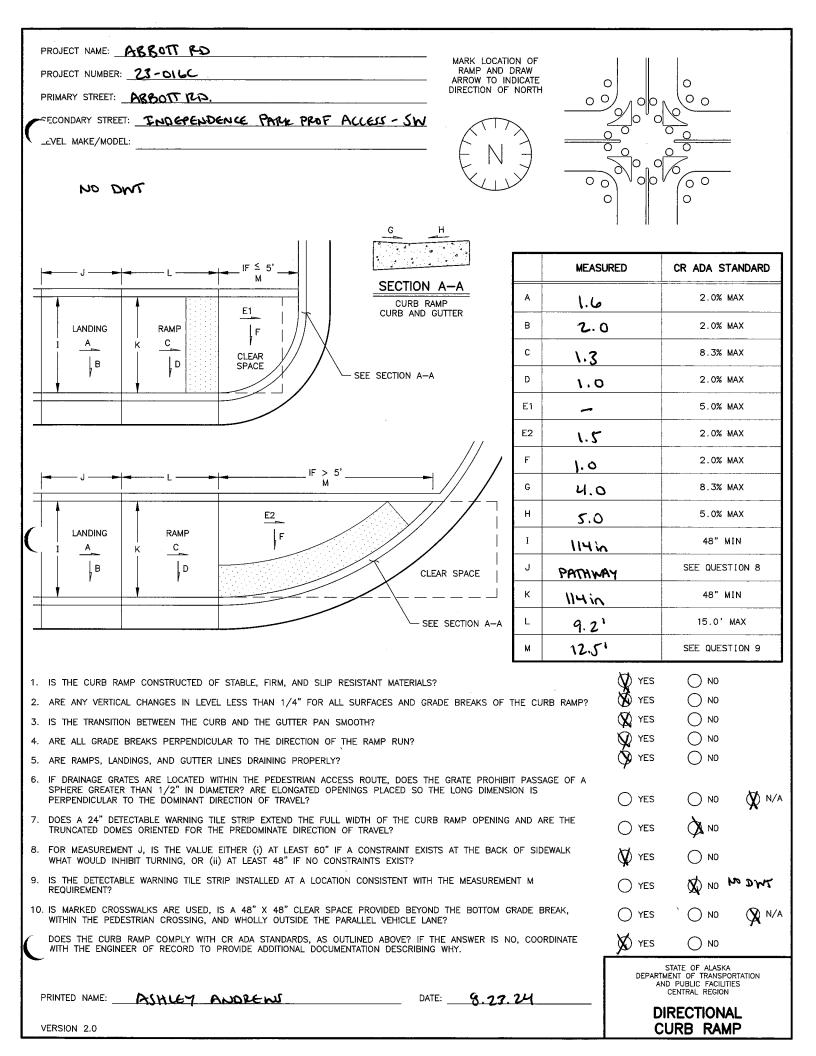
VERSION 2.0

PRINTED NAME: Jordan Caper

DATE: 8/23/24

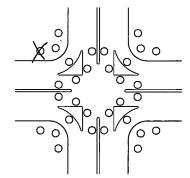
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION

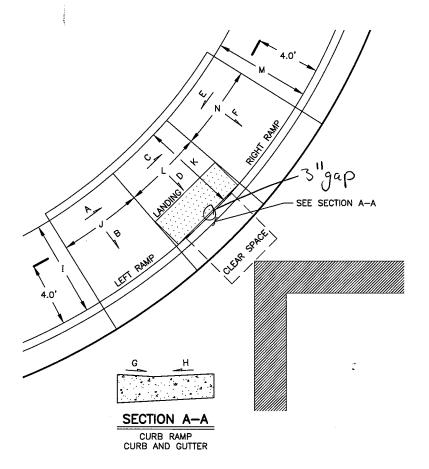




PROJECT NAME: ABBOTT Q	D
PROJECT NUMBER:	
PRIMARY STREET: Abbott R	d
ECONDARY STREET: TOLOFF S	r NW-WEST
LEVEL MAKE/MODEL: STABILA	







PRINTED NAME: Jordan Cooper

VERSION 2.0

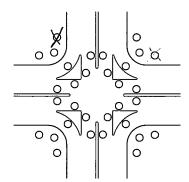
	MEASURED	CR ADA STANDARD
Α	1.9	8.3% MAX
В	1.1	2.0% MAX
С	0.9	2.0% MAX
D	0.2	2.0% MAX
E	4.7	8.3% MAX
F	0.1	2.0% MAX
G	6.8	8.3% MAX
н	1.4	5.0% MAX
I	61	48" MIN
J	5 '	15.0' MAX
к	5.9'	48" MIN
L	4.81	60" MIN
М	6'	48" MIN
N	2.6	15.0' MAX

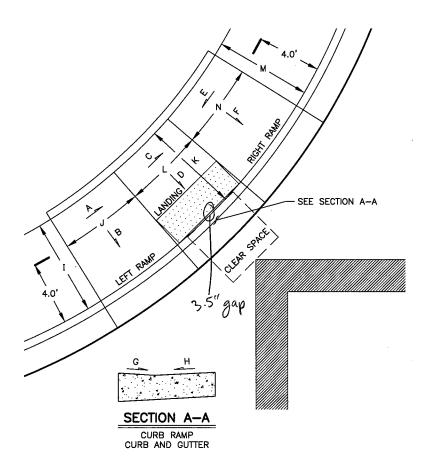
**PARALLEL** CURB RAMP

1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	ON O	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	O N0	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	XX YES	ON ○	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?		ON ○	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	XX YES	O N0	
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	X 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?	X YES	O 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?	X YES	O NO	O 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	Ø NO	
_	·			
F	PRINTED NAME: Jordan Cooper DATE: 8/23/24	DEPARTME AND	ATE OF ALASKA NT OF TRANSPOR PUBLIC FACILITIE ENTRAL REGION	

PROJECT NAME:	ABB6TT	RD		·
PROJECT NUMBER:	23-016-	C		
PRIMARY STREET:	Abbott	Rd		
_	: Toloff S		NV-	EAST
LEVEL MAKE/MODEL	STABIL	A	196-2	







	MEASURED	CR ADA STANDARD
Α	3.3	8.3% MAX
В	0.\	2.0% MAX
С	1.6	2.0% MAX
D	0.1	2.0% MAX
Е	2.9	8.3% MAX
F	0.1	2.0% MAX
G	7.6	8.3% MAX
Н	1.3	5.0% MAX
I	6.0'	48" MIN
. J	2.11	15.0' MAX
К	6.01	48" MIN
L	4.5'	60" MIN
М	6.0'	48" MIN
N	5.8'	15.0' MAX

		XX	O	
۱.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	○ N0	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	O N0	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	O N0	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O N0	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X YES	O N0	
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	O 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?	X YES	○ N0	
В.	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?	<b>X</b> YES	○ NO	O 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	Ø NO	

PRINTED NAME: Jordan Cooper

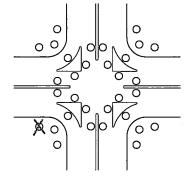
VERSION 2.0

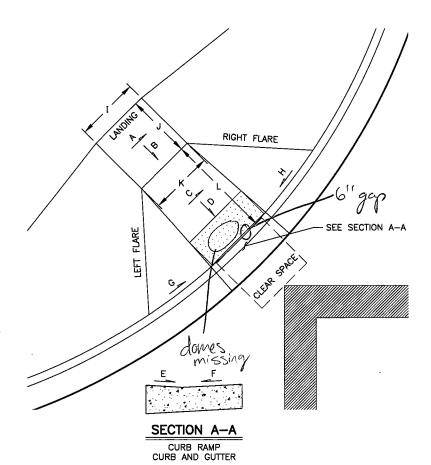
DATE: 8/23/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME:	ABBOTT	BD_		
PROJECT NUMBER: _	23-016C			
PRIMARY STREET:	Abbott	Rd		
ECONDARY STREET:	Indepe	ndence	Dr	SW-WEST
LEVEL MAKE/MODEL:	STABL	A 196	-2	







PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	1.7	2.0% MAX
В	0.6	2.0% MAX
С	1.0	2.0% MAX
D	2.1	8.3% MAX
E	8.4	8.3% MAX
F	0.1	5.0% MAX
G	7.9	10.0% MAX
Н	1.6	10.0% MAX
I	5'	36" MIN
J	41	36" MIN
К	5.1'	36" MIN
L	6.2'	15.0' MAX

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PERPENDICULAR CURB RAMP

		<b>.</b> .		
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	O N0	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	O №	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	₩ YES	O N0	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X YES	O N0	
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	N0	<b>⋈</b> 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?	X 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?	X YES	○ NO	O 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.	O YES	<b>⋈</b> №	

DATE: 8123124

PROJECT NAME: ABBOTT RD	MARK LOCATION O	F	1	H I	
PROJECT NUMBER: 23-016-C	RAMP AND DRAW ARROW TO INDICAT				
PRIMARY STREET: Abbott Rol	DIRECTION OF NOR	rh O		0,60	
ECONDARY STREET: Independence Dr SW-EAST			2/0		<del></del> -
LEVEL MAKE/MODEL: STABILA 196-2	$\wedge$			<u> </u>	<del></del>
	E N J		50	. 0 6	
		0	9/0	1000 O	<del></del>
	•		×		
	ME	EASURED	CR A	ADA STANDAR	D
	A	0.5		2.0% MAX	
RIGHT FLARE	В	0.4		2.0% MAX	
*	c o	.6		2.0% MAX	
"E X	D	4.0		8.3% MAX	
7/125	E	6.0		8.3% MAX	
SEE SECTION A-A	F	0.2		5.0% MAX	
arico Sario	g 3	0.0		10.0% MAX	
Ser	н 7	٥,		10.0% MAX	
	I 4	1.8'		36" MIN	
	J	3.71		36" MIN	
E F		1.9'		36" MIN	
	L	6.41		15.0' MAX	
SECTION A-A					
CURB RAMP CURB AND GUTTER					
CORB AND GOTTER					
				[	
1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?			X YES	\O N0	
2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN $1/4"$ FOR ALL SURFACES AND GRADE	BREAKS OF THE CURB		Ø YES	O NO	
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?			X YES	○ N0	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?			YES     ✓	O №	
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?			X YES	○ NO	
<ol> <li>IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE G SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?</li> </ol>		OF A	YES	○ NO	₩ N/A
<ol> <li>DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RATEURICATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?</li> </ol>	AMP OPENING AND ARE	THE	X YES	○ NO	,
B. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?	HE BOTTOM GRADE BRE	AK,	♥ YES	○ N0	O N/A
DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHEN THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHEN THE PARALLEL VEHICLE LANE?			YES	Ø NO	-
THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WE		_			
	<b>a.</b> l. (		DEPARTM AN	STATE OF ALASKA MENT OF TRANSPOR ID PUBLIC FACILITIE CENTRAL REGION	RTATION ES
PRINTED NAME: Jordan Cooper DATE: _	8/23/24			RPENDICUL	AD
VERSION 2.0				URB RAMI	

PROJECT NAME: ABBOTT RD

PROJECT NUMBER: 23-016 C

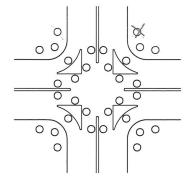
PRIMARY STREET: Abbott Rd

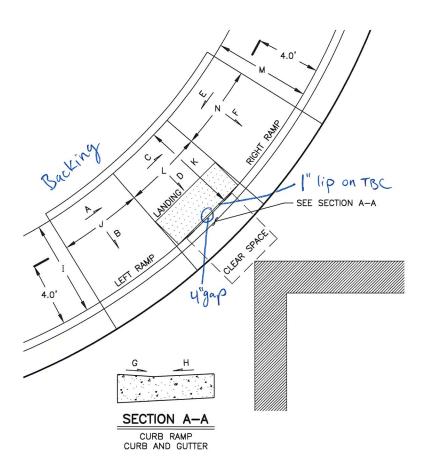
SCONDARY STREET: To loff St NE-WEST

LEVEL MAKE/MODEL: STABILA 196-7

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







PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	4.0	8.3% MAX
В	0.7	2.0% MAX
С	1.1	2.0% MAX
D	0.7	2.0% MAX
E	4.6	8.3% MAX
F	1.2	2.0% MAX
G	7.8	8.3% MAX
н	0.4	5.0% MAX
I	7.1'	48" MIN
J	4.4'	15.0' MAX
К	4.2'	48" MIN
L	4.8'	60" MIN
М	9.5'	48" MIN
N	7.4'	15.0' MAX

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

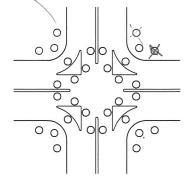
**PARALLEL** 

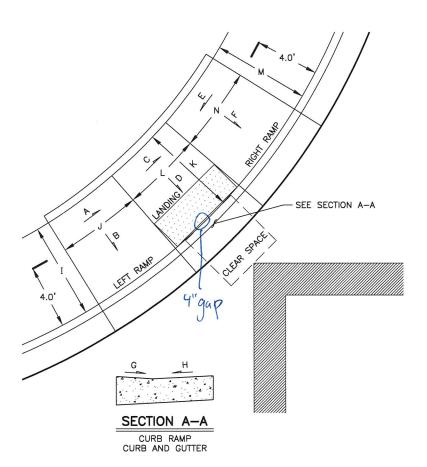
**CURB RAMP** 

1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	O N0	
	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	YES	X NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	YES	O NO	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	XES YES	O 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?	X 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?	X YES	○ NO	O 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	
	_			

PROJECT NAME:	ABBOTT	RD		
PROJECT NUMBER: _	23-016-	C		
PRIMARY STREET:	Abbott	Rd	LT	
CONDARY STREET:	Toloff	St		NE-FAST
LEVEL MAKE/MODEL:	STABIL	. 4	196-2	







Cooper

PRINTED NAME: Jordan

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	3.7	8.3% MAX
В	0.2	2.0% MAX
С	0.3	2.0% MAX
D	0.6	2.0% MAX
Ε	2.4	8.3% MAX
F	0.8	2.0% MAX
G	5.3	8.3% MAX
н	1.8	5.0% MAX
I	5.9'	48" MIN
J	5.91	15.0' MAX
К	5'	48" MIN
L	4.7'	60" MIN
М	6.21	48" MIN
N	4.3'	15.0' MAX

**PARALLEL** 

**CURB 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?	X 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	O NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	XES	○ 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	O 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?	XES	O 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?	<b></b> ✓ 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	
	DRINTED NAME: Jundan Cooper	DEPARTMEN AND	ATE OF ALASKA NT OF TRANSPOR PUBLIC FACILITIE ENTRAL REGION	

F	PROJECT NAME: ABBOTT RD	MARK 10	OATION OF			
F	PROJECT NUMBER: 23-016-C	RAMP A	CATION OF ND DRAW O INDICATE			
F	PRIMARY STREET: Abboth Rd	DIRECTION	OF NODTH	00/0		
	ECONDARY STREET: Independence Dr SE-WEST		_	2/0		
L	EVEL MAKE/MODEL: STABILA 196-Z					
	Temp Asphalt from				000	_
	Asphalt from		MEASURED	CR A	DA STANDAR	RD .
	construction	А	1.4		2.0% MAX	
	RIGHT FLARE	В	2.4		2.0% MAX	
	· · · · · · · · · · · · · · · · · · ·	С	0.3		2.0% MAX	
	5 Ko, L Missing	D	5.4		8.3% MAX	
	domes	Е	8.2		8.3% MAX	
	SEE SECTION A-A	F	3.0		5.0% MAX	
	Path See Section A-A	G	4.1		10.0% MAX	
	on we die the spect of the spec	н	30		10.0% MAX	
	change 6"gap	I	Pathway		36" MIN	
		J	4'		36" MIN	
	E F	к	5′		36" MIN	
		L	6.21		15.0' MAX	
1	SECTION A-A  CURB RAMP CURB AND GUTTER  IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?			(X) YES	○ NO	
	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BE	REAKS OF T	HE CURB RAMP?	YES	⊠ NO	
	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?			X YES	O NO	
	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?			YES	○ NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?			X YES	○ NO	
6.	IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRASPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LOI 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 RAMI TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	P OPENING	AND ARE THE	X YES	○ NO	
8.	IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?	BOTTOM GR	RADE BREAK,	X YES	○ NO	○ N/A
9.	DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE AN WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.		), COORDINATE	YES	Ø NO	
	DATE:	8/23/20	u	DEPARTM ANI	STATE OF ALASKA ENT OF TRANSPO ) PUBLIC FACILITII CENTRAL REGION	RTATION ES

DATE: 8/23/24

PERPENDICULAR CURB RAMP

PRINTED NAME: Jordan Cooper

VERSION 2.0

PROJECT NAME: \_ ABBOTT PD MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE DIRECTION OF NORTH PROJECT NUMBER: 23-016-C PRIMARY STREET: Abbott Rd 00 ECONDARY STREET: Independence Dr SG-EAST 196-2 LEVEL MAKE/MODEL: STABILA **MEASURED** CR ADA STANDARD 0.5 2.0% MAX 3.0 В 2.0% MAX RIGHT FLARE 0.4 С 2.0% MAX 4.8 8.3% MAX Ε 8.3% MAX 6. SEE SECTION A-A 4.1 5.0% MAX EAR SPACE 10.0% MAX 0.2 Н 4.9 10.0% MAX 36" MIN I J 36" MIN 51 K 36" MIN 6.11 15.0' MAX SECTION A-A CURB RAMP CURB AND GUTTER

		$\sim$		
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	Ø YES	O N0	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	Ø YES	O N0	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	XES	O N0	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	XES	○ NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X 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?	O YES	O NO	N/A
7.	DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING AND ARE THE	X YES	○ NO	
	TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?	O		
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?	X YES	○ NO	O N/A
9.	DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANSWER IS NO, COORDINATE	YES	Ø NO	
	WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.	<u> </u>	$\sim$	

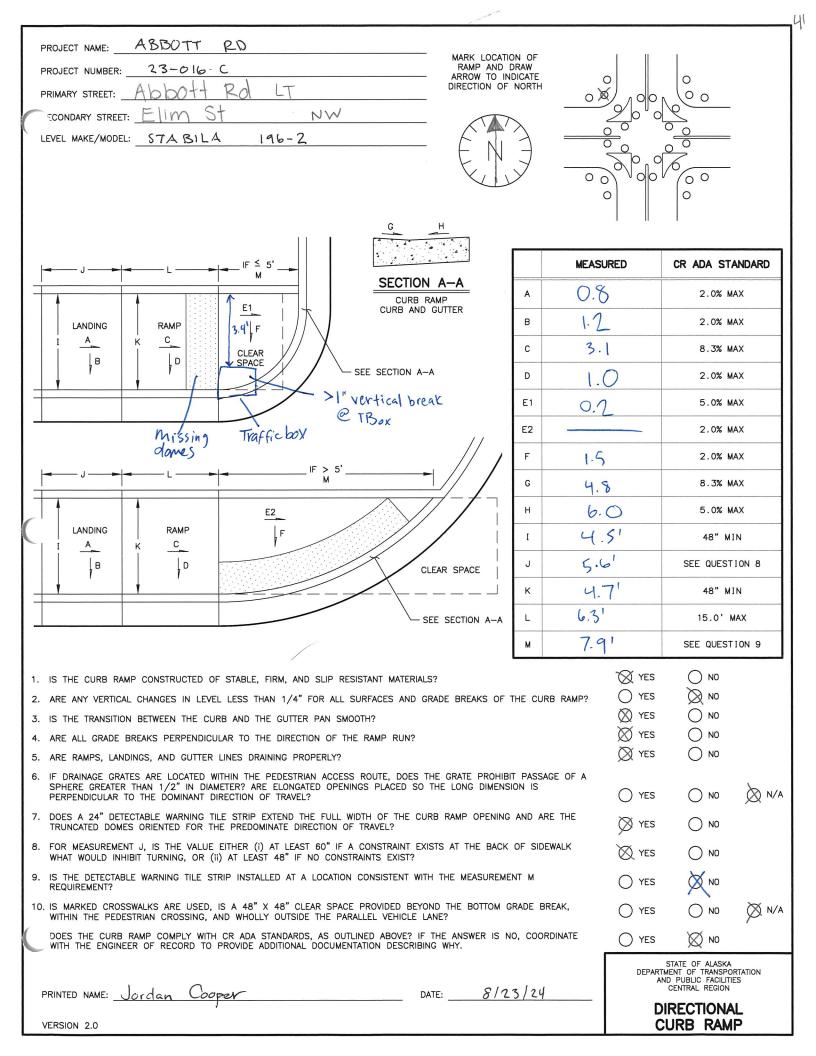
PRINTED NAME: Jordan Cooper

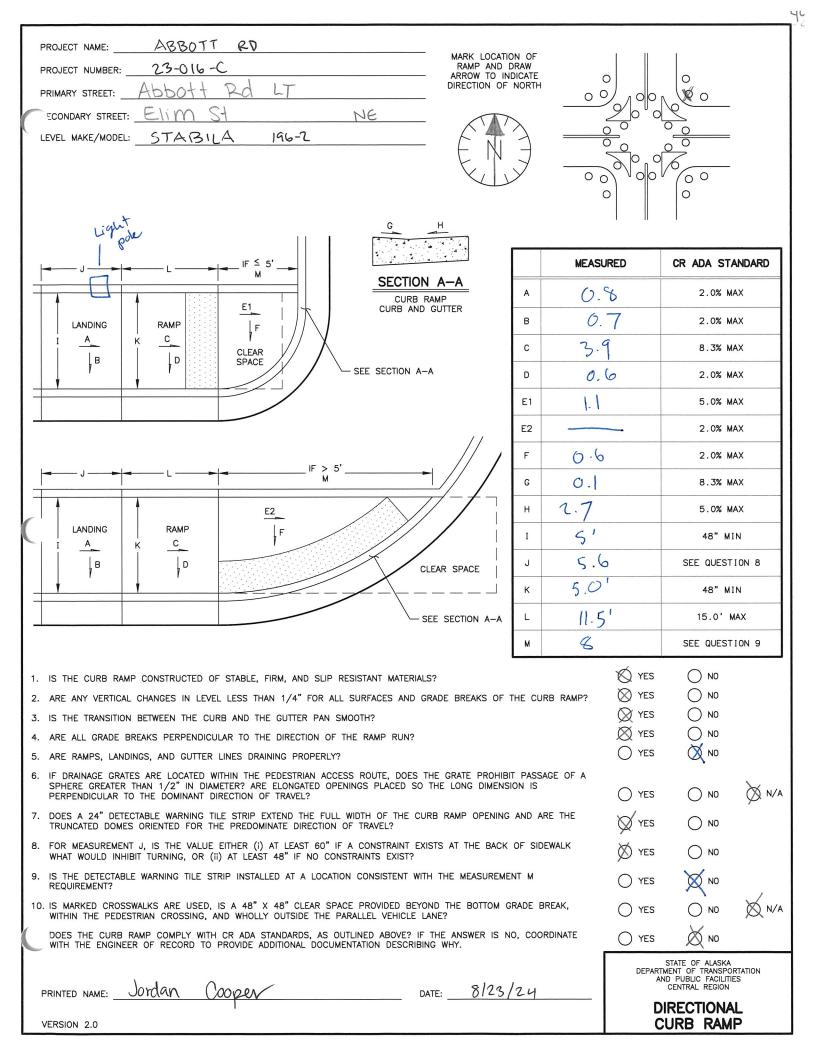
VERSION 2.0

DATE: 8/23/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION **PERPENDICULAR** 

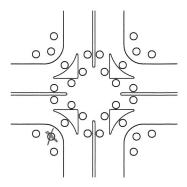
**CURB RAMP** 

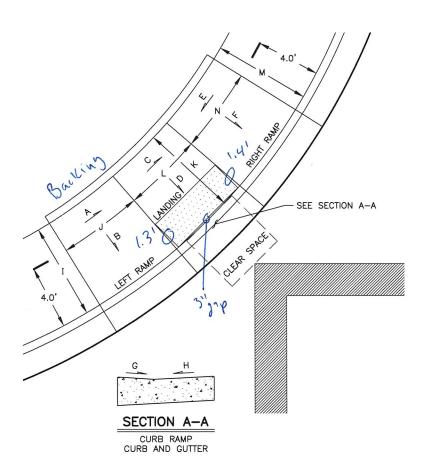




PROJECT NAME:	ABBOTT RI		
PROJECT NUMBER:	23-016-C		
PRIMARY STREET: _	Abbott Rd	RT	
ECONDARY STREET	: Fred Meyer	- W Access	-SW
	STABILA		







	MEASURED	CR ADA STANDARD
Α	3.7	8.3% MAX
В	0.2	2.0% MAX
С	0.7	2.0% MAX
D	0.2	2.0% MAX
Ε	3.4	8.3% MAX
F	0.7	2.0% MAX
G	9.4	8.3% MAX
Н	1.6	5.0% MAX
I	4.9'	48" MIN
J	5.2'	15.0' MAX
К	4.9'	48" MIN
L	6.71	60" MIN
м	\$ 4.9° 5°	48" MIN
Ν	5'	15.0' MAX

2. 3. 4.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES YES YES YES YES YES YES	<ul><li>№</li><li>№</li><li>№</li><li>№</li><li>№</li><li>№</li></ul>	
	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	X 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	X NO	, .
	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	X N∕A
	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	Ø NO	

VERSION 2.0

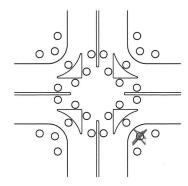
PRINTED NAME: Jordan

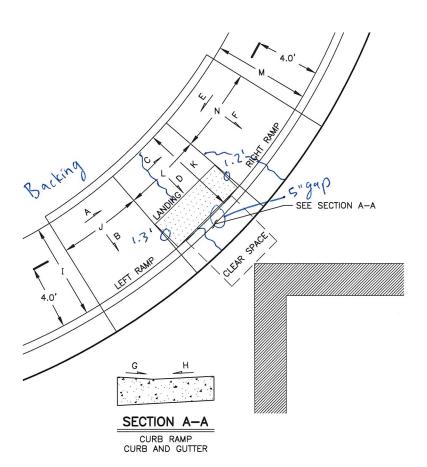
DATE: 9/4/24

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PROJECT NAME:	ABBOTT RD			
PROJECT NUMBER:	23-016-C			
	Abbott Rd	QT		
ECONDARY STREET	Fred Meyer	W Access	-SE	
	STABILA			







PRINTED NAME: Jordan Cooper

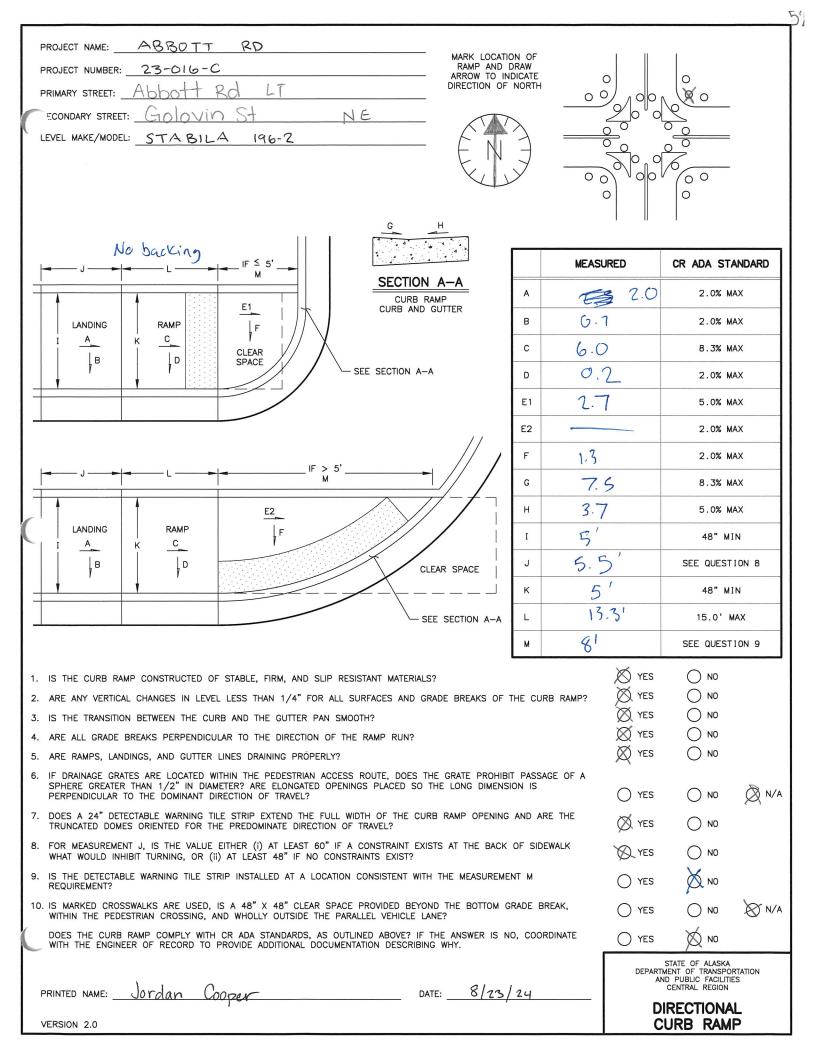
VERSION 2.0

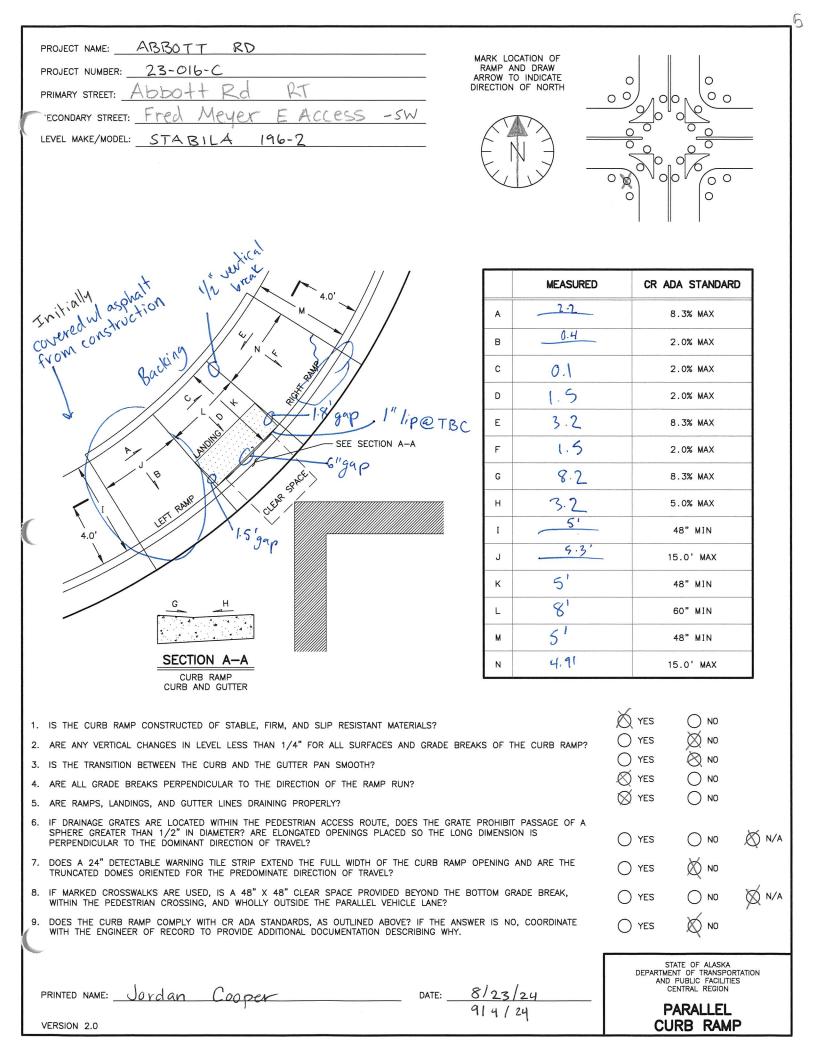
	MEASURED	CR ADA STANDARD
Α	4.2	8.3% MAX
В	0.7	2.0% MAX
С	0.1	2.0% MAX
D	0.4	2.0% MAX
Ε	5.5	8.3% MAX
F	1.0	2.0% MAX
G	4.9	8.3% MAX
Н	3.4	5.0% MAX
Ι	5'	48" MIN
J	4.8'	15.0' MAX
к	5'	48" MIN
L	7.11	60" MIN
М	5-21	48" MIN
N	4.61	15.0' MAX

**PARALLEL** CURB RAMP

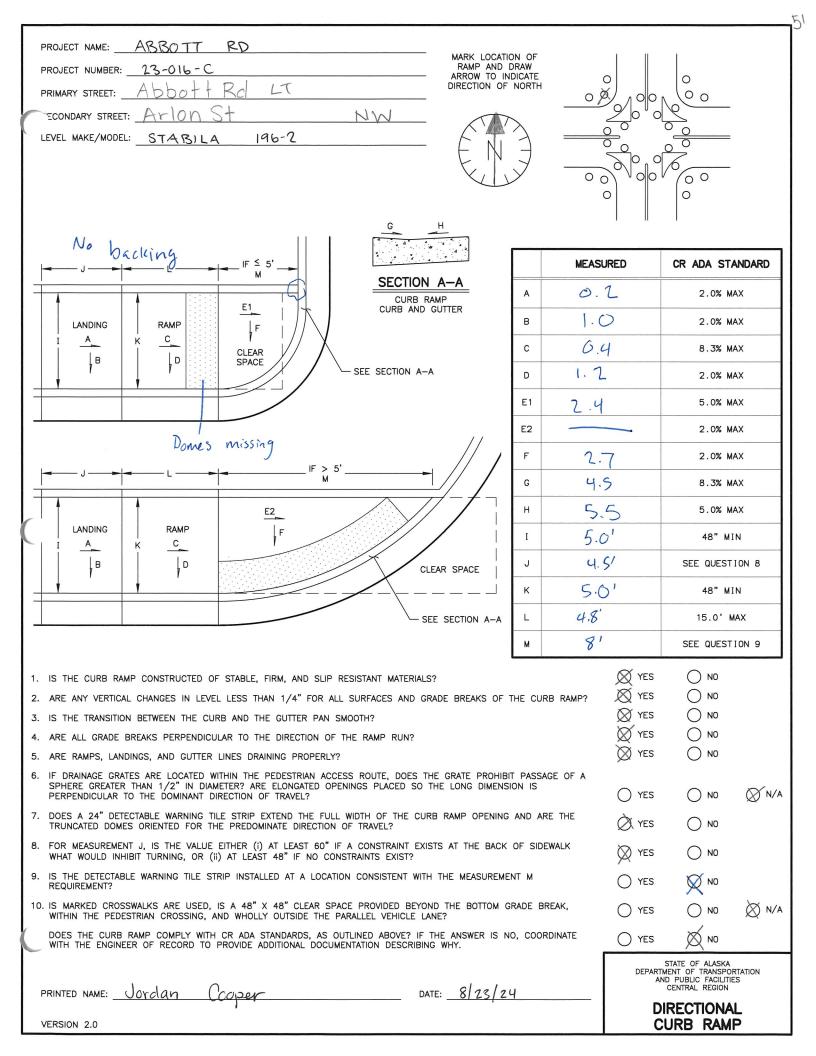
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?	X YES	○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	X YES	○ NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	YES	O NO	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	¥ YES	○ NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X 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	X 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	X 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	O NO	X 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	X NO	2
_	DUTTO VIVIE JANGARA CANALA	DEPARTMEN AND	ATE OF ALASKA NT OF TRANSPOR PUBLIC FACILITIE ENTRAL REGION	

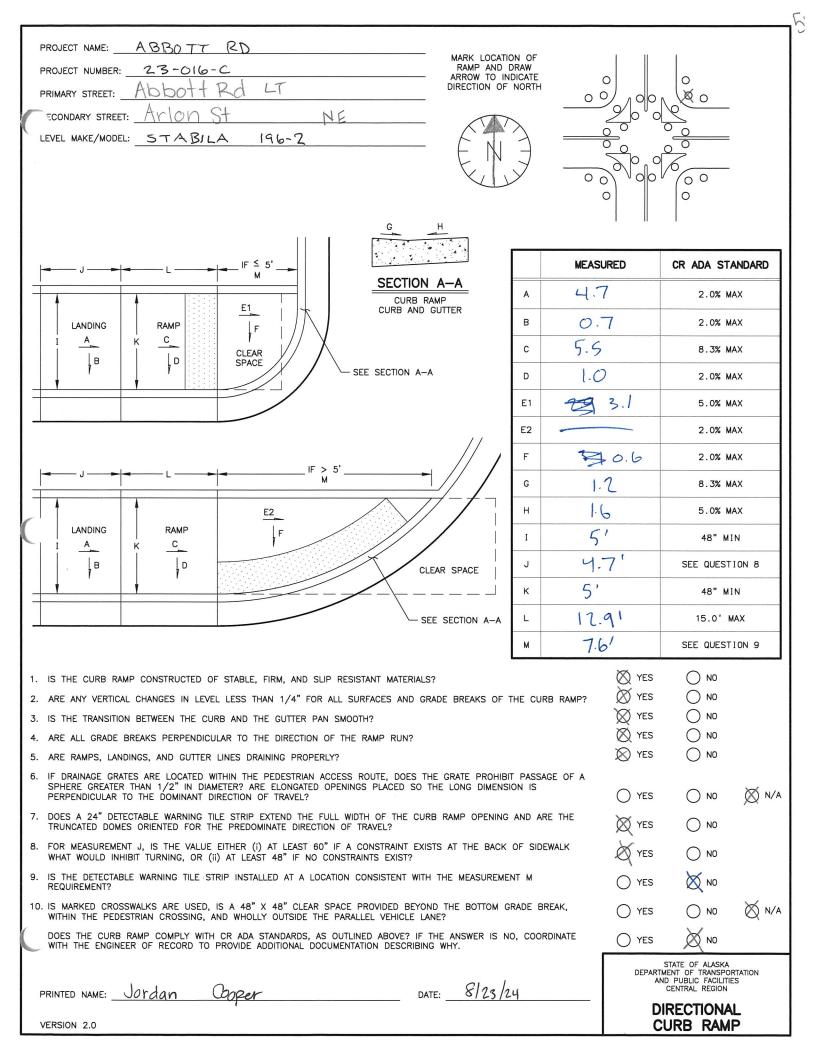
DATE: \_\_\_ 9/4 / 24 \_\_

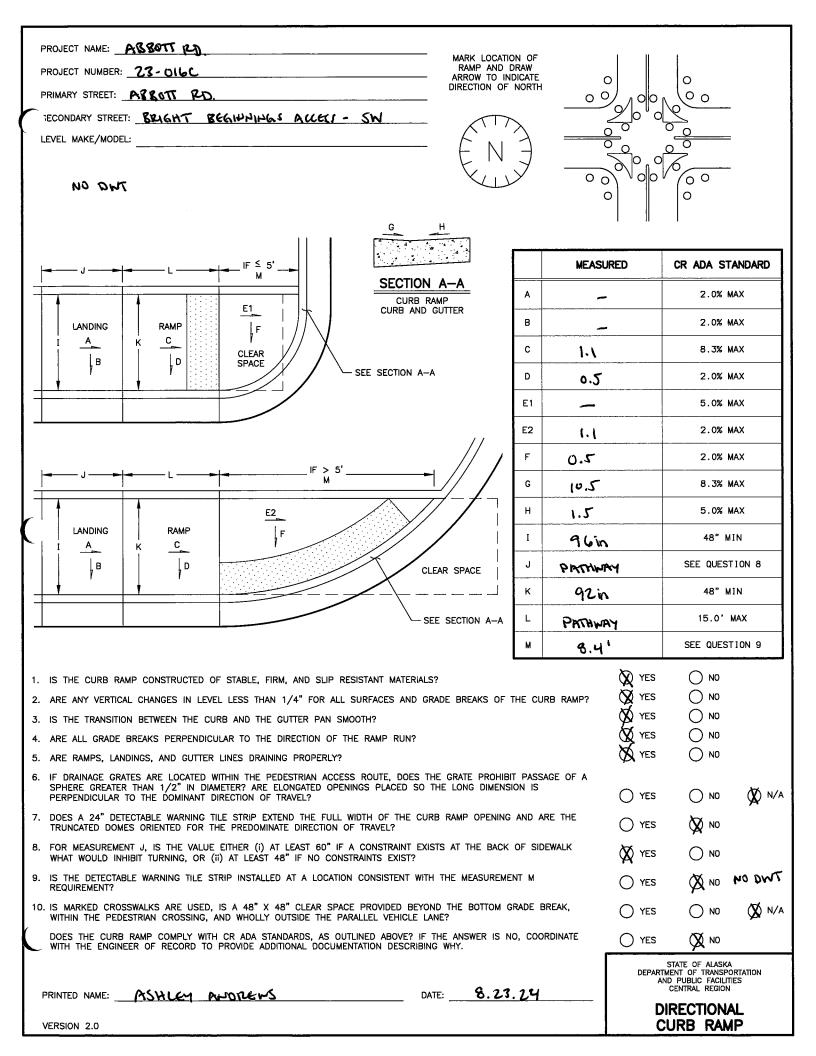


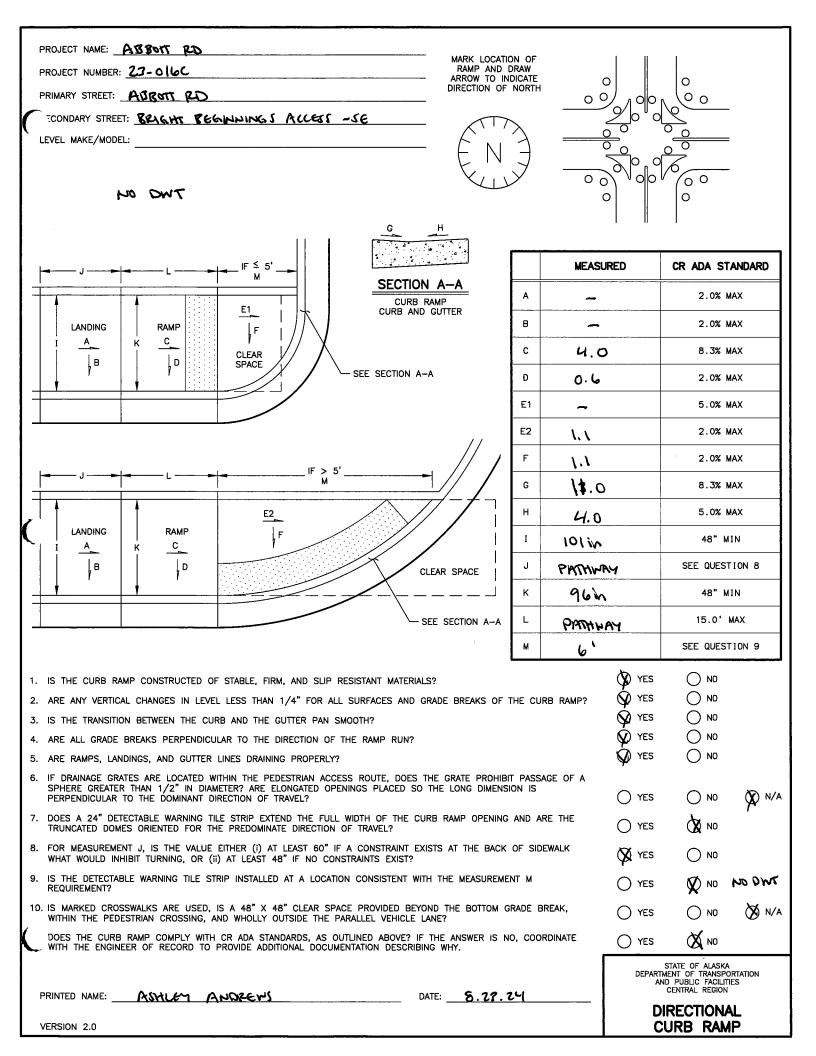


PROJECT NAME: ABBOTT RO	MARK LOCA				1	
PROJECT NUMBER: 23-016-C	RAMP AND ARROW TO DIRECTION O	INDICATE		o	0	
PRIMARY STREET: Abboth Rd RT			0	2/10	60	
ECONDARY STREET: Fred Meyer E Access	-3E	$\nearrow$	(			
LEVEL MAKE/MODEL: STABILA 196-2	$\overline{}$	$\rightarrow$				
Sloped pathway		77	0 (		0	
NO backing  IF ≤ 5'	G H		MEASU	JRED	CR ADA STA	ANDARD
Jagger M	SECTION A-A	<b>-</b>			0.0% 14	A.V.
<u>E1</u>	CURB RAMP CURB AND GUTTER	A	望		2.0% M	
LANDING RAMP I A K C		В	1.		2.0% M	AX
LB LD CLEAR SPACE		С	5.9		8.3% M	AX
SE	EE SECTION A-A	D	1.0		2.0% M	AX
5"2		E1	2.0		5.0% M	AX
Broken domes	//	E2		_	2.0% M	AX
1) 10 Pert 0(01/4)	. // /	F	1.4		2.0% M	AX
J L III M S	//_/	G	11-0	$\bigcirc$	8.3% M	AX
<u>E2</u>		н	4.3	3	5.0% M	AX
LANDING RAMP F		I	5.8	1	48" MI	N
	CLEAR SPACE	J	5.8'	1	SEE QUEST	ION 8
		к	5.7	1 4.	48" M	N
	SEE SECTION A-A	L	6.6		15.0' N	IAX
		м	6.0	7'	SEE QUEST	ION 9
IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESIS	TANT MATERIAL CO		Luce	X YES	○ NO	
ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SUF		THE CL	JRB RAMP?	X YES	O NO	
IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOT	TH?			X YES	O NO	
ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE	RAMP RUN?			X YES	○ NO	
ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?				X YES	○ NO	
IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS F SPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENING PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?			AGE OF A	YES	ON0	Ø N∕A
DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDT TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF T		G AND A	ARE THE	YES	⊗ NO	
FOR MEASUREMENT J, IS THE VALUE EITHER (i) AT LEAST 60" IF A C WHAT WOULD INHIBIT TURNING, OR (ii) AT LEAST 48" IF NO CONSTRA		K OF SI	DEWALK	X YES	○ NO	
IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION C REQUIREMENT?		MENT M		YES	₩ NO	
I. IS MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE F WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALI		GRADE I	BREAK,	YES	O NO	Ø N∕A
DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLIN WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTA'	ED ABOVE? IF THE ANSWER IS	NO, COC	RDINATE	YES	Ø, NO	~~
PRINTED NAME:JOYCAN COOPER		3/24		DEPART Al	STATE OF ALASKA MENT OF TRANSPOI ND PUBLIC FACILITIE CENTRAL REGION	RTATION ES
		, ,			IRECTIONA	
VERSION 2.0				. C	URB RAM	7

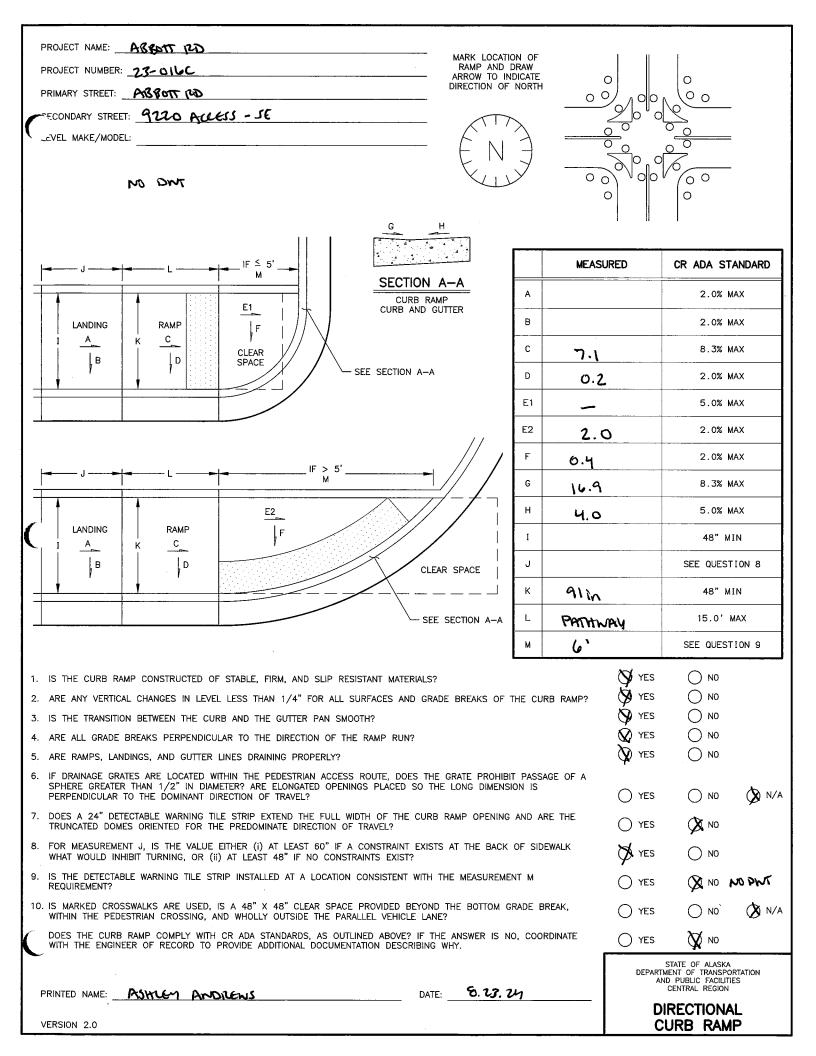








				•		
PROJECT NAME: ABBOTT PD	. NADIC LOCATIO	N 05			,	
PROJECT NUMBER: 23-016C	MARK LOCATIO RAMP AND D ARROW TO INI	RAW	,			
PRIMARY STREET: ABBOTT RD	DIRECTION OF		0 0		, (0,	
SECONDARY STREET: 9220 ALLESS SW				200	6	
VEL MAKE/MODEL:	A NI	$\mathcal{A}$			0	
	FIV	7		200	6	
NO DWY - NO WAR RAMP, PARTIMAY					(00	
(			,		0	
G	H			1 11	ı	
J IF \( \left\) SECTION A-A		MEAS		RED CR ADA STANDARD		
		Α			2.0% MAX	
LANDING RAMP  I A K C  CURB RAMP  F  CURB AND GUTTER			···		2.0% MAX	
					8.3% MAX	
SPACE SECTION A-A		D			2.0% MAX	
		E1	1.1		5.0% M	AX
		E2			2.0% M	AX
		F	0.7		2.0% MAX	
J					8.3% MAX	
<u>E2</u>		Н			5.0% M	AX
I A K C C C CLEAR SPACE			102 in		48" MIN	
				SEE QUESTION 8		10N 8
		К	102 in		48" M	N
SE	E SECTION A-A	L			15.0' MAX	
		М	PARTHW	SEE QUESTION 9		
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?				O YES	○ NO	
3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?				YES	○ N0	
4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?				YES	○ NO	
5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?						
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	○ N0	J	
8. FOR MEASUREMENT J, IS THE VALUE EITHER (i) AT LEAST 60" IF A CONSTRAINT EXISTS AT THE BACK OF SIDEWALK WHAT WOULD INHIBIT TURNING, OR (ii) AT LEAST 48" IF NO CONSTRAINTS EXIST?			YES	○ N0		
9. IS THE DETECTABLE WARNING TILE STRIP INSTALLED AT A LOCATION CONSISTENT WITH THE MEASUREMENT M REQUIREMENT?			YES	○ N0		
10. IS 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	ONÒ	○ N/A
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	
				STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		
PRINTED NAME: AShley Andrews DATE: 8.27.24				DIRECTIONAL		
VERSION 2.0					URB RAM	



PROJECT NAME: ABBOTT RD  PROJECT NUMBER: 23-016-C  PRIMARY STREET: Abbott Rd LT  SCONDARY STREET: Lake Otis Pkwy NW-WEST  LEVEL MAKE/MODEL: STABILA (96-2	RAMP AN	CATION OF ND DRAW DINDICATE OF NORTH			_
4 ~ // /		MEASURED	CR A	DA STANDAR	:D
M 4.0'	А	3.5		8.3% MAX	
	В	0.4		2.0% MAX	
	С	0.5		2.0% MAX	
	D	0.4		2.0% MAX	
3"	Е	3.5		8.3% MAX	
SEE SECTION A-A	F	0.4		2.0% MAX	
	G	5.3		8.3% MAX	
B Colding Squite	Н	2.0		5.0% MAX	
4.0' LET APP	I	5'		48" MIN	
	J	5.81	1	15.0' MAX	
	к	5'		48" MIN	
G H	L	5′		60" MIN	
	м	5'		48" MIN	
SECTION A-A	N	6.2'	1	15.0' MAX	
CURB RAMP CURB AND GUTTER					
1. IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS? 2. ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BE 3. IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH? 4. ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN? 5. ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	REAKS OF TH	HE CURB RAMP?	YES YES YES YES YES YES YES	<ul><li>N0</li><li>N0</li><li>N0</li><li>N0</li><li>N0</li><li>N0</li></ul>	
6. IF DRAINAGE GRATES ARE LOCATED WITHIN THE PEDESTRIAN ACCESS ROUTE, DOES THE GRASPHERE GREATER THAN 1/2" IN DIAMETER? ARE ELONGATED OPENINGS PLACED SO THE LONGATED SO THE L					~
PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL?			YES	○ NO	Ø N/A
7. DOES A 24" DETECTABLE WARNING TILE STRIP EXTEND THE FULL WIDTH OF THE CURB RAMF TRUNCATED DOMES ORIENTED FOR THE PREDOMINATE DIRECTION OF TRAVEL?			X YES	○ NO	
8. IF MARKED CROSSWALKS ARE USED, IS A 48" X 48" CLEAR SPACE PROVIDED BEYOND THE WITHIN THE PEDESTRIAN CROSSING, AND WHOLLY OUTSIDE THE PARALLEL VEHICLE LANE?	BOTTOM GR	ADE BREAK,	X YES	○ NO	○ N/A
9. DOES THE CURB RAMP COMPLY WITH CR ADA STANDARDS, AS OUTLINED ABOVE? IF THE ANY WITH THE ENGINEER OF RECORD TO PROVIDE ADDITIONAL DOCUMENTATION DESCRIBING WHY.		, COORDINATE	X YES	○ NO	
PRINTED WAYS A SAN COMMENT OF THE SAN COMMENT OF TH	8/23/24		DEPARTME AND	TATE OF ALASKA ENT OF TRANSPOR PUBLIC FACILITIE ENTRAL REGION	RTATION ES
PRINTED NAME: <u>Joydan Caper</u> DATE: <u>8</u>	3/23/29			ARALLEI	

VERSION 2.0

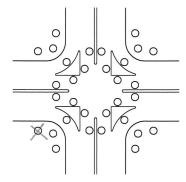
PARALLEL CURB RAMP

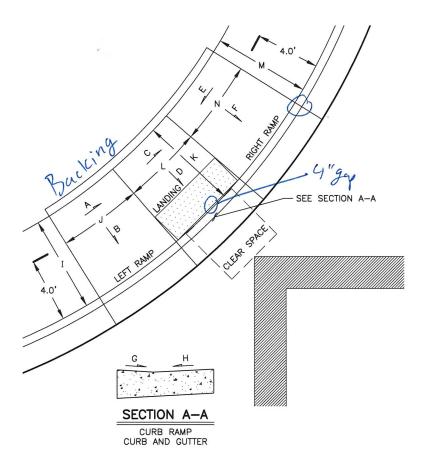
PROJECT NAME:	ABBOTT	RD		
PROJECT NUMBER:	23-016-	C		
PRIMARY STREET:	Abbott	Rd	RT	

ECONDARY STREET: Lake PKWY SW- WEST

LEVEL MAKE/MODEL: STABILA 196-2 MARK LOCATION OF RAMP AND DRAW ARROW TO INDICATE DIRECTION OF NORTH







PRINTED NAME: Jordan Cooper

VERSION 2.0

	MEASURED	CR ADA STANDARD
Α	5.0	8.3% MAX
В	0.2	2.0% MAX
С	1.3	2.0% MAX
D	1.0	2.0% MAX
Ε	1.0	8.3% MAX
F	1.1	2.0% MAX
G	5.0	8.3% MAX
Н	7.9	5.0% MAX
I	6-0'	48" MIN
J	7.71	15.0' MAX
к	6.01	48" MIN
L	50'	60" MIN
м	60'	48" MIN
N	5.91	15.0' MAX

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

**PARALLEL CURB RAMP** 

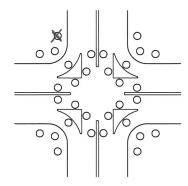
1.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?		○ NO	
2.	ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?	∀ES	○ NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	YES	O N0	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	O N0	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	XES	O 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	O NO	Ø 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?		○ 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?	X 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.	X YES	O NO	
	_			

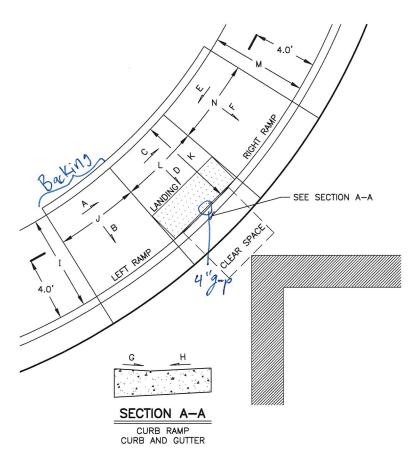
DATE: 8/23/24

PROJECT NAME: ABBOTT RD	
PROJECT NUMBER: 23-016-C	
PRIMARY STREET: Abbott Rd	
SCONDARY STREET: Lake Otis PKWY	NW- EAST
LEVEL MAKE/MODEL: STABILA 196-2	

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







	MEASURED	CR ADA STANDARD
Α	2.8	8.3% MAX
В	1.0	2.0% MAX
С	0.5	2.0% MAX
D	0.1	2.0% MAX
Ε	3-6	8.3% MAX
F	0.7	2.0% MAX
G	4.8	8.3% MAX
н	2.8	5.0% MAX
I	5.31	48" MIN
J	4.81	15.0' MAX
К	5.41	48" MIN
L	5'	60" MIN
М	5.5'	48" MIN
N	6.91	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?	X YES	○ NO	
3.	IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?	X YES	O NO	
4.	ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?	X YES	○ NO	
5.	ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	X YES	O N0	
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	Ø 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?	X YES	O 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	O 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.	X YES	◯ NO	
	DEINTED NAME: Jordan Carper DATE: 8/28/24	DEPARTMEN AND	ATE OF ALASKA NT OF TRANSPOR PUBLIC FACILITIE ENTRAL REGION	

DATE: 8/23/24 Jordan PRINTED NAME:

VERSION 2.0

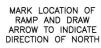
**PARALLEL CURB RAMP** 

DDO IECT	NAME.	ABBOTT	RD
PROJECT	NAME:	W1919011	(< 1)

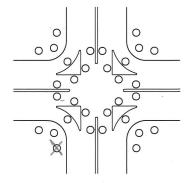
PRIMARY STREET: Abboth Rd RT

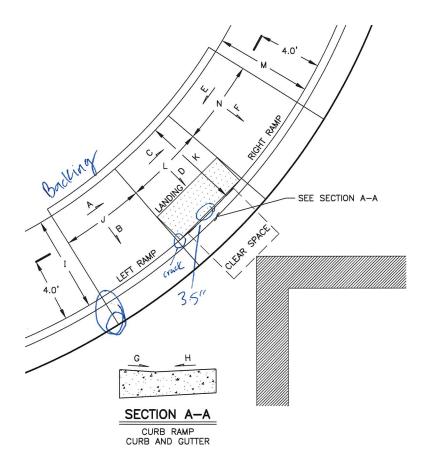
ECONDARY STREET: Lake Otis PRWY SW-EAST

LEVEL MAKE/MODEL: STABILA 196-2









	MEASURED	CR ADA STANDARD
Α	4.5	8.3% MAX
В	0.4	2.0% MAX
С	1.0	2.0% MAX
D	1.4	2.0% MAX
E	1.0	8.3% MAX
F	1.7	2.0% MAX
G	3.3	8.3% MAX
Н	5.(	5.0% MAX
I	6.0'	48" MIN
J	8.7'	15.0' MAX
К	6.1'	48" MIN
L	5.0'	60" MIN
М	6.1	48" MIN
N	5.11	15.0' MAX

2. 3. 4.	IS THE CURB RAMP CONSTRUCTED OF STABLE, FIRM, AND SLIP RESISTANT MATERIALS?  ARE ANY VERTICAL CHANGES IN LEVEL LESS THAN 1/4" FOR ALL SURFACES AND GRADE BREAKS OF THE CURB RAMP?  IS THE TRANSITION BETWEEN THE CURB AND THE GUTTER PAN SMOOTH?  ARE ALL GRADE BREAKS PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN?  ARE RAMPS, LANDINGS, AND GUTTER LINES DRAINING PROPERLY?	YES YES YES YES YES YES YES	NO NO NO NO 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?  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	<ul><li>N0</li><li>N0</li></ul>	<b>⊘</b> N/A
	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?  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	○ N/A

PRINTED NAME: Jordan Coper DATE: 8/23/24

PARALLEL

VERSION 2.0

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

CURB RAMP

**Date:** August 12, 2025

To: Julia Hanson, PE, DOT&PF Project Manager

From: Avery Larsen, PE, HDL Project Engineer AAL

**Subject:** Curb and Gutter Condition Memorandum

Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Parkway

0506007/CFHWY01010

HDL Engineering Consultants, LLC (HDL) inspected all curb and gutter within the Abbott Road Pavement Preservation: New Seward Hwy to Lake Otis Parkway project limits for damage. Noted in the attached spreadsheet are the locations of observed curb and gutter damage.

**Attach:** Curb and Gutter Condition Spreadsheet (2 Pages)

Curb and Gutter Condition							
Photo	Sta	Offset	Side Street	Distance an	nd Direction	Description	
	349+07 to 349+40	LT	Sandlewood Pl	250 ft	East	Approximately 35 LF Damaged Curb & Gutter	
	353+36	CL	E Dimond Blvd/Corbin St	-	-	Median Nose, Curb & Gutter Damaged	
	359+00	CL	Carrs North Entrance	-	-	Median Nose, Curb & Gutter Damaged	
	367+60 to 367+73	LT	Seward's Folley North Approach	-	-	Approximately 12 LF Damaged Curb & Gutter	
	380+27 to 380+69	LT	Toloff St	300 ft	West	Approximately 40 LF Damaged Curb & Gutter	

	Curb and Gutter Condition							
Photo	Sta	Offset	Side Street	Distance ar	nd Direction	Description		
	384+18	RT	Toloff St	-	Southeast Quadrant	Damaged Curb and Gutter Beyond Curb Ramp to Catch Basin		
	387+45	RT	Fred Meyer West Entrance	-	Southeast Quadrant	Damaged Curb and Gutter Beyond Curb Ramp and Catch Basin		
	390+70	RT	Fred Meyer East Entrance	-	Southeast Quadrant	Damaged Curb and Gutter Beyond Curb Ramp to Catch Basin		

**Date:** August 12, 2025

**To:** Julia Hanson, PE, DOT&PF Project Manager

From: Avery Larsen, PE, HDL Project Engineer AAL

**Subject:** Sidewalk and Pathway Condition Memorandum

Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Parkway

0506007/CFHWY01010

HDL Engineering Consultants, LLC (HDL) inspected all sidewalk and pathway within the Abbott Road Pavement Preservation: New Seward Hwy to Lake Otis Parkway project limits in August 2024 for damage. Noted in the attached spreadsheet are the locations of observed sidewalk and pathway damage, including longitudinal cracking, surface discontinuity, and pathway transitions.

**Attach:** Sidewalk and Pathway Condition Spreadsheet (2 Pages)

Sideway and Pathway Condition									
Photo	Sta	Offset	Side Street	Distance ar	nd Direction	Description			
	341+54 to 341+74	LT	Brayton Dr (NB)	50 ft	West	Longitudinal Cracking, Surface Discontinuity o.5" Vertical, 3" Horizontal			
	344+60	LT	Sandlewood Pl	200 ft	West	Surface Discontinuity 2" Vertical, 10" Horizontal			
	354+61 to 355+44	RT	Corbin Dr	165 ft	East	Longitudinal Cracking, Surface Discontinuity 1" Vertical			
1	361+05	LT	Carrs South Entrance	-	North of NE Curb Ramp	Longitudinal Cracking, Surface Discontinuity 1" Vertical in Sidewalk Panel adjacent Curb Ramp			
	369+05	RT	88th Ave	400 ft	South	Pathway Transition			
	380+32	LT	Toloff St	325 ft	West	Replace Two Cracked Sidewalk Panels with Replacement of Curb and Gutter at this Location			

Sideway and Pathway Condition									
Photo	Sta	Offset	Side Street	Distance and Direction		Description			
	384+23 to 384+72	RT	Toloff St	50 ft	East	Longitudinal Cracking, Surface Discontinuity			
	387+35 to 387+58	RT	Fred Meyer West Entrance	-	Southeast Quadrant	Asphalt Damage			
	388+51	LT	Elim St	150 ft	East	Water Valve, Surface Discontinuity 1" Vertical			

**Date:** August 12, 2025

To: Julia Hanson, PE, DOT&PF Project Manager

From: Avery Larsen, PE, HDL Project Engineer AAL

**Subject:** Utility Impacts Memorandum

Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Parkway

0506007/CFHWY01010

The table below summarizes the potentially impacted utilities within the Abbott Road Pavement Preservation: New Seward Hwy to Lake Otis Parkway project limits at the time of the Plans-in-Hand (PIH) submittal.

Station	Offset	Side Street	Proposed Improvement	Potentially Impacted Utility
353+45	47 RT	Corbin Drive	Curb Ramp	Underground Electric,
				Communication
365+13 to	LT/RT	-	Roadway Digout	Underground Gas,
369+23				Sanitary Sewer,
				Storm Drain
383+44	51 LT	Toloff Street	Curb Ramp	Underground Traffic
386+70	39 LT	Elim Street	Curb Ramp	Underground Traffic
389+50 to	LT/RT	Golovin Street	Roadway Digout	Underground Gas,
393+50				Sanitary Sewer,
				Storm Drain, Water

**Date:** August 12, 2025

**To:** Julia Hanson, PE, DOT&PF Project Manager

From: Avery Larsen, PE, HDL Project Engineer AAL

**Subject:** ROW Impacts Memorandum

Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Parkway

0506007/CFHWY01010

The table below summarizes the anticipated ROW impacts and the type of easement or permit required to complete the work for the Abbott Road Pavement Preservation: New Seward Hwy to Lake Otis Parkway at the time of the Plans-in-Hand (PIH) submittal.

Station	Offset	Proposed Improvement	Easement/Permit Type
383+39	55 LT	Curb Ramp	TCE
383+99	50 RT	Curb Ramp/Pathway	PUE
387+05	59 RT	Curb Ramp	TCE
390+28	61 RT	Curb Ramp	TCE

**Date:** August 12, 2025

**To:** Julia Hanson, PE, DOT&PF Project Manager

From: Avery Larsen, PE, HDL Project Engineer AAL

**Subject:** Guardrail Analysis Memorandum

Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Parkway

0506007/CFHWY01010

HDL Engineering Consultants, LLC (HDL) inventoried and reviewed the existing guardrail and guardrail end treatments within the Abbott Road Pavement Preservation: New Seward Hwy to Lake Otis Parkway project limits in August 2024.

The purpose of this inventory and review was to determine if the existing guardrail and guardrail end treatments require replacement or repair by one or more of the following criteria:

- All or part of a guardrail segment has a grade "F" according to the Central Region Field Inspection Rating Guide (CRGIRG) for existing guardrail.
- The guardrail height after pavement resurfacing is less than 26.5-inches. It is assumed that pavement resurfacing will not raise the road elevation.
- Current Federal Highways Administration (FHWA) and DOT&PF standards and specifications.

Existing guardrail data and recommendation are listed in the attached spreadsheet.

**Attach:** Guardrail Inventory Data Spreadsheet (1 Page)

	Guardrail Inventory Data									
Station	Offset	Height Requirement	Existing	Length of Neo	ed (LON) (ft)	End Sections		Notes	Recommendations	
Range	Oliset	Met	Length (ft)	Approaching	Opposing	Upstream	Downstream	Notes	Recommendations	
394+22 to 394+81	LT	Yes	60	N/A	N/A	None	None	<ul> <li>No damage noted during inspection.</li> <li>Guardrail offset less than 8-ft from face of curb.</li> <li>No upstream/downstream guardrail end sections present.</li> <li>Retaining wall and slopes &gt;4:1 beyond 16-ft clear zone for 40mph.</li> </ul>	Not required based on 40 mph speed limit. Consider replacing end sections or removing guardrail.	
395+14 to 396+45	LT	Yes	210	N/A	N/A	Yes	None	<ul> <li>Two twisted blockouts (D-TWST-BLKT) noted during inspection.</li> <li>Guardrail offset less than 8-ft from face of curb.</li> <li>No downstream guardrail end section present.</li> <li>Retaining wall and slopes &gt;4:1 beyond 16-ft clear zone for 40mph.</li> </ul>	Not required bases on 40 mph speed limit. Consider replacing end section or removing guardrail.	

#### State of Alaska

Department of Transportation and Public Facilities

## **RAILROAD CROSSING DEVICES CHECKLIST**

RR MP	Road name		Road MP		Cross Street/Intersection		
N/A	Abbott Ro		N/A	N/A		N/A	
Federal C	rossing #	Nearest Community		Max Train Speed	Roadway Po	isted Speed	
N/A		Anchorage		N/A	40 mph		
Road Owr		Location notes:					
DOT/M				Ct-t-#	Federal#		
DDOJECT	Name	ement Preservation: New Seward Hwy to L	aka Otia Barl	State#			
PROJECT	Abboll Ru Pave	ement Preservation. New Seward Hwy to L	ake Olis Pali	kway CFHWY0101	10 050600	<i>J1</i>	
	N	O RAILROAD CROSSINGS AF	RE AFFEC	TED BY THIS ROA	AD PROJEC	т.	
	ALL CR	ROSSING DEVICES IN PLACE,	CORREC	T & SIGHT DISTA	ANCE ADEQ	UATE.	
OR	SELEC	T THE SCHEDULE OF WORK FOR	THE AFFE	CTED RAILROAD CF	ROSSING:		
	All crossin	ng devices work will be com	pleted be	efore road work	begins.		
	Crossing d	levices work will be concurr	ent with	road work. Rail	road notifie	ed.	
		SIGHT DISTANCE TRIAN	IGI ES: A	III Locations			
A,B	3,C	See SIGHT TRIANGLES pages. ALWAYS					
2		ADVANCE WARNING SI					
		See ADVANCE WARNING SIGNS page.	ALWAYS AT	TACH. Form 2.			
3		<b>PASSIVE DEVICES: Signs</b>	s & Mar	kings Only			
		See PASSIVE DEVICES page. Attach if r	no lights or g	ates at this crossing. Fo	orm 3.		
		ACTIVE DEVICES: Flack	na Liabi	ts 9 Catas			
4		ACTIVE DEVICES: Flashi See ACTIVE DEVICES page. Attach if the					
		See ACTIVE DEVICES page. Attach ii ti	iere are ligni	.s or gates. Form 4.			
5		<b>PAVEMENT MARKINGS</b>	: 40 MP	H or greater			
		See PAVEMENT MARKINGS page. Atta	ich only whe	re markings used. For	n 5.		
_		PATHWAY SIGNS or MA	ARKING	ς			
6	•	See PATHWAY page. Attach if path sig		_			
			Regist	tered			
Field insp	ected by: A	shley Andrews	_		Avery Larse	n, PE	
			Y		(Printed nar		
On this da		/ 10 / 2025	<b>/</b>	My 1 1			
	M	lonth Day Year		Date: 7	/ 12	/ 25	
Notes: Pro	vide a final copy to	the Regional Traffic & Safety Engineer and Alaska	Railroad Corpo	oration Chief Engineer. This o	checklist is based up	on the 2009 MUTCD	

and the 2016 Alaska Traffic Manual Supplement (ATMS). This list does not address Temporary Traffic Control.