

PUBLIC RIGHT-OF-WAY ACCESSIBILITY TRANSITION PLAN



August 2021

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INTRODUCTION

Transition Plan Need and Purpose

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

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the Village of Rosemont must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

As required by Title II of ADA, 28 CFR. Sec. 35.105 and 28 CFR. Sec. 35.150, the Village of Rosemont has conducted a self-evaluation of its facilities within public rights of way and has developed this Public Right-of-Way Accessibility Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Acts of 1968 and The Rehabilitation Act of 1973.

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

The Rehabilitation Act of 1973 is a federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, the Village of Rosemont must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 CFR. Sec. 35.150).



- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [28 CFR. Sec. 35.130 (a)].
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [28 CFR. Sec. 35.130(b)(7)].
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [28 CFR. Sec. 35.130(b)(iv) & (d)].
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [28 CFR. Sec. 35.160(a)].
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR. Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR. Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons (28 CFR. Sec. 35.106). The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis (28 CFR. Sec. 35.106).
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR. Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

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

SELF-EVALUATION OVERVIEW

The Village of Rosemont is required, under Title II of the Americans with Disabilities Act (ADA) and 28 CFR. Sec. 35.150, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the Village implements these policies. The goal of the self-evaluation is to verify that, in implementing the Village policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities. The process of self-evaluation for accessibility provides a framework for communities to develop a Public Right-of-Way Accessibility Transition Plan that identifies barriers, prioritizes actions to address barriers and then sets forth a schedule to implement those actions.



The Transition Plan used to implement compliance must include the following elements:

- Designate officials responsible for implementation
- Provide public notice and opportunity for public participation
- Develop a grievance procedure
- Adopt design standards and guidelines
- Prepare a self-evaluation
- Schedule and budget for improvements to achieve compliance
- Monitor progress

This Public Right-of-Way Accessibility Transition Plan incorporates these elements and provides a method for the Village of Rosemont to schedule and implement required ADA improvements to existing pedestrian sidewalks and pathways.

OFFICIALS RESPONSIBLE FOR IMPLEMENTATION

In accordance with 28 CFR. Sec. 35.107(a), the Village of Rosemont has identified an ADA Coordinator to oversee the Village policies and procedures. The person in this position must be familiar with the Village's operations, properly trained in ADA public right-of-way requirements and be able to effectively communicate with governmental agencies, advocacy groups and the public. The ADA coordinator named below shall coordinate all aspects of ADA compliance found within this Public Right-of-Way Accessibility Transition Plan. Any comments, additions or suggestions about this plan should be directed to the ADA Coordinator.

ADA Coordinator

Ron Holtman, Director
Building & Code Enforcement
9501 W. Devon Avenue
Rosemont, IL 60018
(847) 823-1159
holtmanr@villageofrosemont.org

PUBLIC OUTREACH

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regard to the ADA and provide the public an opportunity to provide input on the Transition Plan prior to adoption. The Village of Rosemont recognizes that public participation is an important component in the development of this document. A copy of the Public Right-of-Way Accessibility Transition Plan is available on the Village website at www.rosemont.com and by request to the ADA Coordinator. Any resident may address their concerns or comments to the ADA Coordinator listed in this document.



GRIEVANCE PROCEDURE

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990. It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, and programs by the Village of Rosemont. The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request. The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to the ADA Coordinator previously identified.

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille or audio tape. The response will explain the position of the Village of Rosemont and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Office of the President or his/her designee. Within 15 calendar days after receipt of the appeal, the Office of the President or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Office of the President or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint. All written complaints received by the ADA Coordinator or their designee, appeals to the Office of the President or his/her designee and responses from these offices will be retained by the Village of Rosemont for at least three years.

DESIGN STANDARDS AND GUIDELINES

The Department of Justice's revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 (ADA) were published in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design, "2010 Standards." On March 15, 2012, compliance with the 2010 Standards was required for new construction and alterations under Titles II and III.

The Village will also follow the Proposed Guidelines for Pedestrian Facilities in Public Right of Way (PROWAG) and the Illinois Accessibility Code (IAC) as a best practice for accessibility within the public right-of-way.

The Federal Highway Administration and the Illinois Department of Transportation also have public right-of way accessibility design specifications and details. The "Standard Specifications for Road and Bridge Construction in Illinois", current edition, applicable IDOT

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standard construction details and the current ADA and PROWAG guidelines will apply to and govern all compliance evaluations of existing facilities and proposed improvements for accessibility compliance.

There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. As these locations are encountered and improved to the extent feasible within the project scope, reasons for the inability to achieve full compliance must be thoroughly documented. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of Village staff.

2021 SELF-EVALUATION

Introduction

An element of ADA Title II compliance requires the Village of Rosemont to examine its services, policies, and practices and the effects thereof to determine whether there are barriers to participation by people with disabilities. For this Public Right-of-Way Accessibility Transition Plan, this process includes the identification of existing accessible paths of travel for facilities within the public right-of-way and programs to facilitate prioritization.

For agencies with responsibility or authority over streets, roads and walkways, the self-evaluation and Transition Plan must include curb ramps and other pedestrian facilities. For example, specific items for curb ramps that are to be reviewed include the presence of appropriate detectable warnings, slopes, level landings, and algebraic slope changes from the ramp to the street surface.

The Self-Evaluation Data Summary spreadsheet is provided in Exhibit B.

The Village of Rosemont has developed a two-tiered system to identify and assess barriers in the public right-of-way, referred to herein as the Preliminary Evaluation and the Secondary Evaluation.

Preliminary Evaluation

The preliminary evaluation of curb ramps and sidewalks includes a comprehensive overview of the pedestrian network to determine which intersections are most obviously non-compliant to the current ADA guidelines. The preliminary inventory evaluates four (4) criteria for curb ramps:

- Is there curb depression with ramp?
- Does the curb ramp appear to have a compliant color contrasting detectable warning plate? Stamped concrete detectable warnings are not considered compliant.
- Is it clear and obvious that there is more than 2 inches of concrete between the back of curb and the closest corner of the detectable warning plate, or more than 2 inches of concrete between the outside of the detectable warning plate and the edge of sidewalk/depressed curb?

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- Are there any clear and obvious trip hazards or utility structures within the detectable warning?

The preliminary evaluation first utilizes recent aerial and street-level imagery to view each intersection or curb ramp location. If, based on the review of aerial and street-level imagery, a curb ramp or sidewalk clearly does not meet the criteria outlined above, the ramp will be deemed “Non-Compliant”. If the item does appear to meet the above criteria it would be deemed “Potentially Compliant”.

For the purposes of the Preliminary Evaluation, if any single curb ramp within an intersection was determined to be non-compliant, then the intersection was labeled “Non-Compliant”.

Intersections marked Unconstructed (UC) were under construction at the time of evaluation and have been omitted from this Transition Plan. Intersections marked Not Applicable (N/A) are either under the jurisdiction of an external agency, or sidewalk does not exist at the intersection and have been omitted from this Transition Plan.

Summary of 2021 Preliminary Evaluation

In Summer 2021, the Village conducted an inventory of curb ramps within its public right of way consisting of the evaluation of the following facilities:

- 164 intersections evaluated
- 393 total corners with at least one curb ramp
- 322 “Potentially Compliant” corners
- 71 “Not Compliant” curb ramps

Ramps that have been labeled “Potentially Compliant” shall be evaluated in further detail during the Secondary Evaluation, to verify more definitively whether each ramp is fully compliant with current accessibility standards and guidelines.

Intersections deemed “Not Compliant” are not carried into the Secondary Evaluation, as they are known to require repairs to achieve compliance. The required scope of improvements will be finalized at the time the repairs are designed (i.e. as part of a capital improvement project, utility project, response to grievance, etc.).

Secondary Evaluation

A more detailed evaluation of existing intersections that were identified as “Potentially Compliant” during the Preliminary Evaluation was performed to verify more definitively whether each ramp is fully compliant with current ADA and PROWAG standards and guidelines. The scope of this evaluation includes conducting a basic site investigation to verify curb ramps are properly sloped and include truncated dome detectable warning plates meeting current specifications. The site investigation included visual inspection, measuring widths, and taking slope measurements using a digital level.



Non-conforming curb ramps were identified as “Non-Compliant” based on the site survey. If a ramp was verified to be in full compliance with ADA/PROWAG requirements, the item was marked as “Fully Compliant”. Ramps that have some features that do indeed meet ADA/PROWAG requirements (such as detectable warning plates), but also have features that do not meet the requirements were marked as “Partially Compliant”.

Summary of 2021 Secondary Evaluation

The Secondary Evaluation provided the following results:

- 164 intersections analyzed
- 160 total intersections with curb ramps evaluated
- 2 intersections (1%) identified as “Fully Compliant”
- 76 intersections (48%) identified as “Partially Compliant”
- 82 intersections (51%) identified as “Non-Compliant”

Exhibit A illustrates the findings of the Secondary Evaluation. In addition to those intersections noted above, 4 intersections were identified as “N/A”.

Detailed Evaluation

Regardless of its designation as “Fully Compliant”, “Potentially Compliant” or “Non-Compliant”, the Village of Rosemont will conduct a detailed evaluation of existing intersections, crosswalks, sidewalks, pedestrian signals, driveway crossings and other pedestrian facilities on a project-by-project basis concurrent with the Village’s Capital Improvement Program, which includes the annual MFT program and additional roadway, drainage, and utility improvement projects. The scope of this Detailed Evaluation includes visual inspection of detectable warning plates, measurement of ramp width, running slope, cross slope and flare slope, confirmation of the presence of landing areas and identification of trip hazards. When necessary, topographic survey shall be performed to verify compliance and/or aid in the designing of a compliant facility.

MITIGATING BARRIERS

The Village of Rosemont endeavors to mitigate barriers in the public right-of-way on an ongoing basis by proactively identifying and eliminating barriers, responding to public grievances, incorporating accessibility improvements into capital and other Village improvement projects and ensure that new construction is constructed to current standards and guidelines.

The Village will also consider implementing accessibility-specific improvement projects as the budget allows, to mitigate barriers that are identified as the highest-priority in the Village. Priority is primarily established based on the location of the barrier as follows:



- | | |
|-------------|--|
| 1 (highest) | – Intersections serving government or public facilities |
| 2 | – Intersections serving arterial roadways or the central business district |
| 3 | – Intersections serving collector roads |
| 4 | – Intersections serving residential roads |
| 5 (lower) | – Intersections serving other areas (such as industrial) |

IMPROVEMENTS SCHEDULE AND COSTS

Approach

The Village will utilize two primary methods for upgrading pedestrian facilities to the current accessibility standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current accessibility standards to the extent possible as part of the project. The second method is the implementation of stand-alone sidewalk and right-of-way accessibility improvement projects. These projects, when determined to be necessary and feasible by Village staff, will be incorporated into the Capital Improvement Program (CIP) on a case-by-case basis, as Village finances allow.

Additionally, the Village of Rosemont will attempt to provide relief to public right-of-way where a disabled person has requested help (reasonable accommodation request).

Finally, the Village has adopted more stringent plan submittal requirements for the design of curb ramps to be constructed within the public right-of-way as part of private development projects, including new subdivisions. The Village now requires ADA details for each curb ramp that accurately depicts detectable warning plate locations/dimensions/orientation, sidewalk elevations, sidewalk slopes, depressed curb limits, etc. Further, all sidewalks and curb ramps constructed within the public right-of-way will be inspected by the Village Engineer to confirm full compliance with ADA/PROWAG requirements prior to the Village accepting the improvements.

Costs

The estimated cost to correct the “Non-Compliant” and “Partially Compliant” facilities identified in this Public Right-of-Way Accessibility Transition Plan to “Fully Compliant” status is \$1,500,000. Costs were based upon an average of the bid tabulations from recent Village and other nearby public projects. Estimated work included all intersections marked as “Non-Compliant” and “Partially Compliant” following the Secondary Evaluation and assumed the following:

- Removal and replacement of all non-compliant ramps
- Removal and replacement of existing non-compliant curb and gutter
- Installation of a new 5”-thick concrete sidewalk and curb ramp with red truncated dome detectable warning plates
- Pavement patching



For the purposes of the estimate, it was assumed that four 5-foot by 5-foot squares of concrete sidewalk would require removal and replacement at each deficient corner. It is acknowledged that some locations will require more or less based on actual field conditions.

Schedule

The Village of Rosemont will make reasonable efforts to improve the accessibility of pedestrian facilities in the public right-of-way through its annual Capital Improvement Plan and other Village-sponsored construction projects. Compliance is required to the extent practicable within the scope of a project. As funds allow, special projects with funding specifically for accessibility compliance or pedestrian improvements may be considered.

There will be times when it is technically infeasible to provide compliance due to the physical and topographic limitations of an area. The inventory process may not account for such situations where all feasible actions have been taken.

The Village of Rosemont will make efforts to select areas with high priority and solvability where feasible before moving to lower priorities. Additionally, given the breadth of the program and the size of the Village's pedestrian network, the Village will follow the concept of Program Access under Title II of the ADA. Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as a whole is accessible. The Village may choose to not install a sidewalk at some locations or may choose to lower their priority if a reasonable path of travel is available even without a sidewalk.

Monitoring Progress

This document will continue to be updated as improvements are made and conditions within the Village evolve. The appendices in this document will be updated periodically, while the main body of the document will be updated at least every 5 years, with a future update schedule and cost estimate to be developed at that time. With each main body update, public comments will be solicited to continue the public outreach efforts.

CONCLUSION

The Village of Rosemont has demonstrated a commitment to provide equal access to its facilities within the public right-of-way and to maintain and enhance compliance with the requirements of the Americans with Disabilities Act. The completed Public Right-of-Way Accessibility Transition Plan provides the Village with the framework to address current accessibility compliance issues and plan for future components that will need to be addressed. The Village is committed to the findings and improvements identified in this Transition Plan and will continue to adhere to accessibility requirements to benefit the overall accessibility of the Village to all residents.



ADA RESOURCE REFERENCES

Americans with Disabilities Act Title II Regulations

https://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm

U.S. Department of Justice – 2010 ADA Standards for Accessible Design

http://www.ada.gov/2010ADASTandards_index.htm

State of Illinois Capital Development Board (1997 April 24). Illinois Accessibility Code. Online Capital Development Board

<https://www2.illinois.gov/cdb/business/codes/IllinoisAccessibilityCode/Pages/default.aspx>

Public Rights of Way Accessibility (PROWAG) Guidelines

<https://www.access-board.gov/prowag/preamble-shared-use/>

Illinois Department of Transportation – Accessibility in the Public Right-of-Way

<https://idot.illinois.gov/about-idot/civil-rights/ADA-and-Accessibility>

Illinois Department of Transportation- Bureau of Local Roads and Streets Manual

<http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Local-Roads-and-Streets/Local%20Roads%20and%20Streets%20Manual.pdf>

Illinois Department of Transportation- Highway Standards & District Specific Standards

<http://idot.illinois.gov/doing-business/procurements/engineering-architectural-professional-services/Consultants-Resources/highway-standards-and-district-specific-standards>

Illinois Attorney General's Office

<http://www.illinoisattorneygeneral.gov/>

United States Access Board

<https://www.access-board.gov/>

Federal Highway Administration

<http://www.fhwa.dot.gov/>



EXHIBIT A – SECONDARY EVALUATION RESULTS

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PUBLIC RIGHT-OF-WAY ACCESSIBILITY TRANSITION PLAN
EXHIBIT A - SECONDARY EVALUATION RESULTS



1 inch = 500 feet

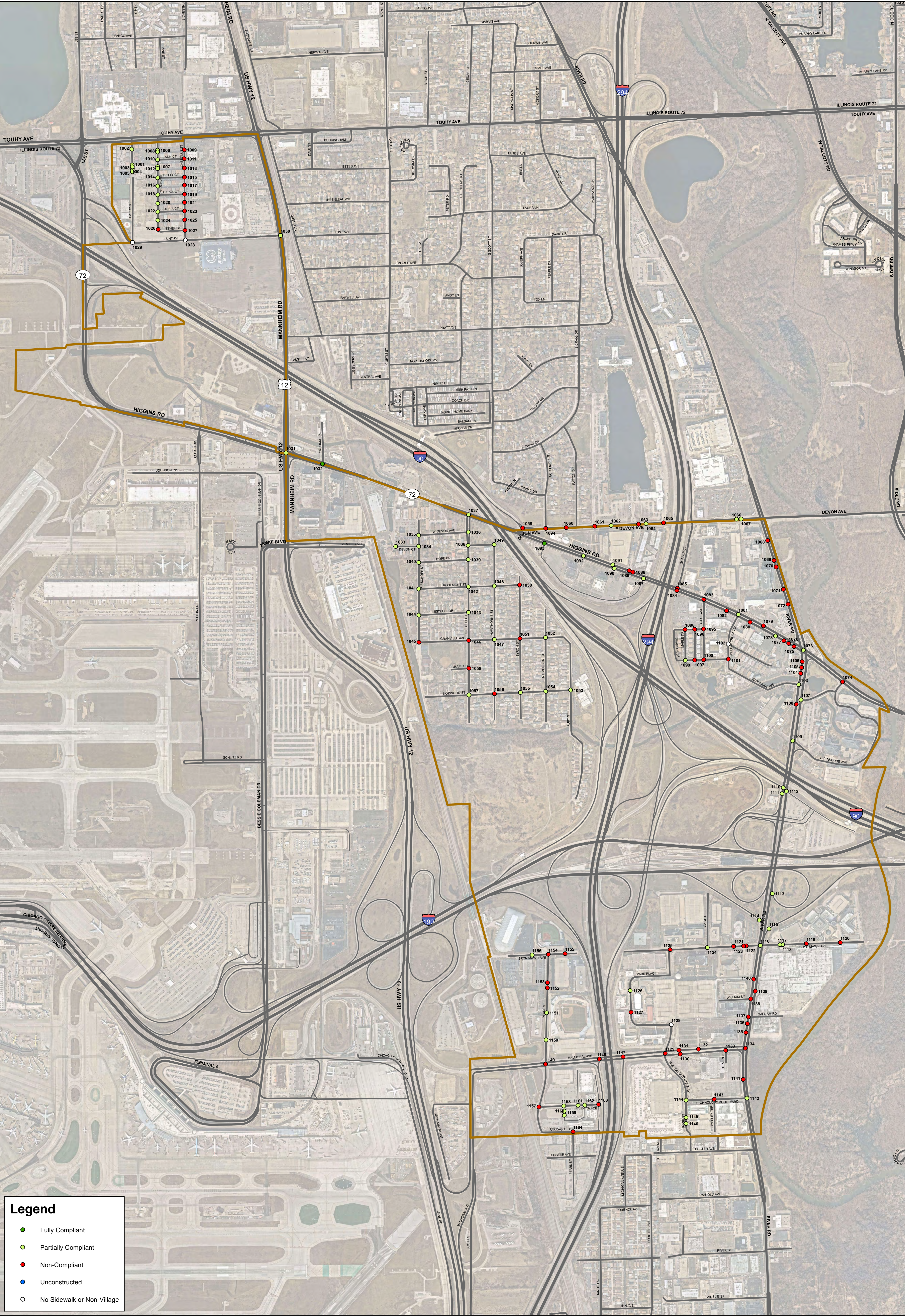


EXHIBIT B – SELF-EVALUATION DATA

VILLAGE OF ROSEMONT PUBLIC RIGHT-OF-WAY ACCESSIBILITY TRANSITION PLAN EXHIBIT B - CURB RAMP EVALUATION DATA																	
Consultant:		Christopher B. Burke Engineering, Ltd.		PRELIM EVALUATION LEGEND:			AREA CLASSIFICATION LEGEND:			SECONDARY EVALUATION LEGEND:							
Completed by:		Joe DeFrenza		PC = POTENTIALLY COMPLIANT			1 = GOVERNMENT & PUBLIC FACILITY			2 = FULLY COMPLIANT							
Date:		June 2021		NC = NON-COMPLIANT			2 = PARTIALLY COMPLIANT (ADD TO TRANSITION PLAN)			PC = NON-COMPLIANT (ADD TO TRANSITION PLAN)							
							3 = ARTERIAL ROAD OR BUSINESS DIST			NC = UNCONSTRUCTED							
							4 = COLLECTOR ROAD			N/A = NOT EVALUATED							
INT NO.	CORNER	STREET 1	STREET 2	PRELIMINARY EVALUATION			AREA CLASSIFICATION		SECONDARY EVALUATION								
				CURB RAMP?	COLOR CONTRAST?	COMPLIANCE	AREA CLASS	COMMENTS	WARNING PLATE PRESENT?	WIDTH OK?	SLOPES OK?	SIDE FLARES OK?	LANDING AREAS OK?	NO TRIP HAZARDS?	CORNER COMPLIANCE	INTERSECTION COMPLIANCE	NOTES
1001	N	WEST BARRY AVE AND TOLUHEY AVE APARTMENTS EAST ENTRANCE		Y	Y	PC	4		Y	N	Y				NC	PC	Detectable Warning Not 2' Long or 4' Wide.
1001	S	WEST BARRY AVE AND TOLUHEY AVE APARTMENTS EAST ENTRANCE		Y	Y	PC	4		Y	N	N				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%.
1002	N	EAST BARRY AVE AND TOLUHEY AVE APARTMENTS WEST ENTRANCE		Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%.
1002	S	EAST BARRY AVE AND TOLUHEY AVE APARTMENTS WEST ENTRANCE		Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%.
1003	N	BARRY AVE RECREATION CENTER PARKING WEST ENTRANCE		Y	Y	PC	4		Y	N	N				NC	PC	Detectable Warning Not 2' Long. Longitudinal Slope > 8.33%.
1003	S	BARRY AVE RECREATION CENTER PARKING WEST ENTRANCE		Y	Y	PC	4		Y	N	Y				NC	PC	Detectable Warning Not 2' Long.
1004	N	BARRY AVE RECREATION CENTER PARKING NORTHEAST ENTRANCE		Y	Y	PC	4		Y	N	N				NC	PC	Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%.
1004	S	BARRY AVE RECREATION CENTER PARKING NORTHEAST ENTRANCE		Y	Y	PC	4		Y	N	N				NC	PC	Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%.
1005	N	BARRY AVE RECREATION CENTER PARKING SOUTHEAST ENTRANCE		Y	Y	PC	4		Y	N	N				NC	PC	Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%. Ramp Leads to Nowhere.
1005	S	BARRY AVE RECREATION CENTER PARKING SOUTHEAST ENTRANCE		Y	Y	PC	4		Y	N	N				NC	PC	> 2' on Outside of Warning Plate and Back of Curb. Cross Slope > 2%. Side Flares > 10%. Depressed Curb > 1/2". Ramp Leads to Nowhere.
1006	N	LYNDON AVE AND TOLUHEY AVE APARTMENTS NORTHWEST ENTRANCE		Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%.
1006	S	LYNDON AVE AND TOLUHEY AVE APARTMENTS NORTHWEST ENTRANCE		Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%.
1007	N	LYNDON AVE AND TOLUHEY AVE APARTMENTS SOUTHWEST ENTRANCE		Y	Y	PC	4		Y	N	N				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%.
1007	S	LYNDON AVE AND TOLUHEY AVE APARTMENTS SOUTHWEST ENTRANCE		Y	Y	PC	4		Y	N	N				NC	PC	Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%.
1008	N	ANN ALLEY	LYNDON AVE	Y	Y	PC	4		Y	Y	Y			N	NC	PC	Asphalt > 1/2" Below Warning.
1008	S	ANN ALLEY	LYNDON AVE	Y	Y	PC	4		Y	N	Y				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide.
1009	N	ANN ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1009	S	ANN ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1010	N	ANN CT	LYNDON AVE	Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%.
1010	S	ANN CT	LYNDON AVE	Y	Y	PC	4		Y	N	N				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide. Cross Slope
1011	N	ANN CT	CHESTNUT ST	Y	N	NC	4								NC	NC	
1011	S	ANN CT	CHESTNUT ST	Y	N	NC	4								NC	NC	
1012	N	BETTY ALLEY	LYNDON AVE	Y	Y	PC	4		Y	Y	Y			N	NC	PC	Asphalt > 1/2" Below Warning.
1012	S	BETTY ALLEY	LYNDON AVE	Y	Y	PC	4		Y	Y	Y			N	NC	PC	Asphalt > 1/2" Below Warning.
1013	N	BETTY ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1013	S	BETTY ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1014	N	BETTY CT	LYNDON AVE	Y	Y	PC	4		Y	N	N				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide. Longitudinal Slope > 8.33%.
1014	S	BETTY CT	LYNDON AVE	Y	Y	PC	4		Y	N	N				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide. Longitudinal Slope > 8.33%.
1015	N	BETTY CT	CHESTNUT ST	Y	N	NC	4								NC	NC	
1015	S	BETTY CT	CHESTNUT ST	Y	N	NC	4								NC	NC	
1016	N	CAROL ALLEY	LYNDON AVE	Y	Y	PC	4		Y	N	N				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%.
1016	S	CAROL ALLEY	LYNDON AVE	Y	Y	PC	4		Y	N	N				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%.
1017	N	CAROL ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1017	S	CAROL ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1018	N	CAROL CT	LYNDON AVE	Y	Y	PC	4		Y	N	N				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%.
1018	S	CAROL CT	LYNDON AVE	Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%.
1019	N	CAROL CT	CHESTNUT ST	Y	N	NC	4								NC	NC	
1019	S	CAROL CT	CHESTNUT ST	Y	N	NC	4								NC	NC	
1020	N	DORIS ALLEY	LYNDON AVE	Y	Y	PC	4		Y	Y	N			N	NC	PC	Cross Slope > 2%. Asphalt > 1/2" Below Warning.
1020	S	DORIS ALLEY	LYNDON AVE	Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%.
1021	N	DORIS ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1021	S	DORIS ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1022	N	DORIS CT	LYNDON AVE	Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%.
1022	S	DORIS CT	LYNDON AVE	Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%.
1023	N	DORIS CT	CHESTNUT ST	Y	N	NC	4								NC	NC	
1023	S	DORIS CT	CHESTNUT ST	Y	N	NC	4								NC	NC	
1024	N	ETHEL ALLEY	LYNDON AVE	Y	Y	PC	4		Y	N	N				NC	PC	Damaged Detectable Warning. Detectable Warning Not 2' Long or 4' Wide. Cross Slope > 2%.
1024	S	ETHEL ALLEY	LYNDON AVE	Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%. Asphalt > 1/2" Below Warning.
1025	N	ETHEL ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1025	S	ETHEL ALLEY	CHESTNUT ST	Y	N	NC	4								NC	NC	
1026	N	ETHEL CT	LYNDON AVE	Y	N	NC	4								NC	NC	
1026	S	ETHEL CT	LYNDON AVE	Y	N	NC	4								NC	NC	
1027	N	ETHEL CT	CHESTNUT ST	Y	N	NC	4								NC	NC	Ramp Leads to Nowhere.
1028	N	LUNT AVE	CHESTNUT ST				4								N/A	N/A	
1029	N	LUNT AVE	BARRY AVE				4								N/A	N/A	
1030	NW	LUNT AVE	MANNHEIM RD	Y	Y	PC	2		Y	N	N				NC	PC	> 2' on Outside of Warning Plate and Back of Curb. Longitudinal Slope > 8.33%. Cross Slope > 2%.
1030	SW	LUNT AVE	MANNHEIM RD	Y	Y	PC	2		Y	N	N				NC	PC	> 2' on Outside of Warning Plate and Back of Curb. Longitudinal Slope > 8.33%. Cross Slope > 2%.
1031	NW	HIGGINS RD	MANNHEIM RD	Y	Y	PC	2		Y	N	N			N	NC	PC	> 2' on Outside of Warning Plate. Cross Slope > 2%. Depressed Curb > 1/2".
1031	SE	HIGGINS RD	MANNHEIM RD	Y	Y	PC	2		Y	N	N			N	NC	PC	> 2' on Outside of Warning Plate. Cross Slope > 2%. Depressed Curb > 1/2".
1032	SE	HEALTH CLUB DR	HIGGINS RD	Y	Y	PC	2		Y	Y	Y				C	C	
1032	SW	HEALTH CLUB DR	HIGGINS RD	Y	Y	PC	2		Y	Y	N				C	C	
1033	NE	HEALTH CLUB DR	DEVON CT	Y	Y	PC	4		Y	N	N	Y			NC	PC	> 2' on Outside of Warning Plate. Longitudinal Slope > 8.33%. Cross Slope > 2%.
1033	NW	HEALTH CLUB DR	DEVON CT	Y	Y	PC	4		Y								

VILLAGE OF ROSEMONT PUBLIC RIGHT-OF-WAY ACCESSIBILITY TRANSITION PLAN EXHIBIT B - CURB RAMP EVALUATION DATA																	
Consultant: Christopher B. Burke Engineering, Ltd. Completed by: Joe DeFrenza Date: June 2021				PRELIMINARY EVALUATION LEGEND: PC = POTENTIALLY COMPLIANT NC = NON-COMPLIANT			AREA CLASSIFICATION LEGEND: 1 - GOVERNMENT & PUBLIC FACILITY 2 - ARTERIAL ROAD OR BUSINESS DIST 3 - COLLECTOR ROAD		SECONDARY EVALUATION LEGEND: 2 - FULLY COMPLIANT PC = PARTIALLY COMPLIANT (ADD TO TRANSITION PLAN) NC = NON-COMPLIANT (ADD TO TRANSITION PLAN) UC = UNCONSTRUCTED NA = NOT EVALUATED								
INT NO.	CORNER	STREET 1	STREET 2	CURB RAMP?	COLOR CONTRAST?	COMPLIANCE	AREA CLASS	COMMENTS	WARNING PLATE PRESENT?	WIDTH OK?	SLOPES OK?	SIDE FLARES OK?	LANDING AREAS OK?	NO TRIP HAZARDS?	CORNER COMPLIANCE	INTERSECTION COMPLIANCE	NOTES
1077	E	GIORDANO'S WEST PARKING LOT ENTRANCE OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1077	W	GIORDANO'S WEST PARKING LOT ENTRANCE OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1078	E	THE ESTATE PARKING LOT EAST ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	N				NC	PC	Longitudinal Slope > 8.33%, Cross Slope > 2% Longitudinal Slope > 8.33%, Cross Slope > 2%, 5' off Back of Curb
1078	W	THE ESTATE PARKING LOT EAST ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	N	N				NC	NC	
1079	E	HAMPTON INN AND SUITES PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	N					NC	NC	> 2' on Outside of Warning Plate, Warning Plate Leads to Nowhere
1079	W	HAMPTON INN AND SUITES PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	N					NC	NC	> 2' on Outside of Warning Plate, Warning Plate Leads to Nowhere
1080	E	ROSEMONT PARKING STRUCTURE ENTRANCE OFF HIGGINS RD		Y	Y	PC	2								NC	NC	
1080	W	ROSEMONT PARKING STRUCTURE ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	N					NC	NC	> 2' on Outside of Warning Plate
1081	NE	HIGGINS RD	WILLOW CREEK DR	Y	Y	PC	2		Y	Y	Y	Y			C	C	
1081	NW	HIGGINS RD	WILLOW CREEK DR	Y	Y	PC	2		Y	Y	Y	Y			C	C	
1081	SE	HIGGINS RD	WILLOW CREEK DR	Y	Y	PC	2		Y	Y	Y	N	Y		NC	PC	Cross Slope > 2%
1081	SW	HIGGINS RD	WILLOW CREEK DR	Y	Y	PC	2		Y	N	N	N			NC	NC	Cross Slope > 2%, Detectable Warning Should be Radial
1082	E	7111 PARKING LOT ENTRANCE/EXIT OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1082	W	7111 PARKING LOT ENTRANCE/EXIT OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1083	NE	HIGGINS RD	GAGE AVE	Y	Y	PC	2										
1083	NW	HIGGINS RD	GAGE AVE	Y	Y	PC	2										
1083	SE	HIGGINS RD	GAGE AVE	Y	Y	PC	2										
1083	SW	HIGGINS RD	GAGE AVE	Y	Y	PC	2		Y	N					NC	NC	> 2' on Outside of Warning Plate
1084	E	CBSEL WEST PARKING LOT ENTRANCE OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1084	W	CBSEL WEST PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2								NC	NC	
1085	E	HIGGINS RD	SCHAFFER CT	Y	Y	PC	2		Y	N					NC	NC	> 2' on Outside of Warning Plate
1085	W	HIGGINS RD	SCHAFFER CT	Y	Y	PC	2		Y	N					NC	NC	> 2' on Outside of Warning Plate
1085	MEDIAN	HIGGINS RD	SCHAFFER CT	Y	Y	PC	2								NC	NC	> 2' on Outside of Warning Plate
1086	E	EXECUTIVE ESTATES EAST ENTRANCE OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1086	W	EXECUTIVE ESTATES EAST ENTRANCE OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1087	E	TGI FRIDAYS EAST PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	N				C	PC	Cross Slope > 2%
1087	W	TGI FRIDAYS EAST PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	Y				C	PC	Cross Slope > 2%
1087	MEDIAN	TGI FRIDAYS EAST PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	N				NC	NC	
1088	E	EXECUTIVE ESTATES MIDWEST ENTRANCE OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1088	W	EXECUTIVE ESTATES MIDWEST ENTRANCE OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1089	E	EXECUTIVE ESTATES WEST ENTRANCE OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1089	W	EXECUTIVE ESTATES WEST ENTRANCE OFF HIGGINS RD		Y	N	NC	2								NC	NC	
1090	E	WINTRUST (EAST BUILDING) PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	N	N	Y			C	PC	> 2' on Outside of Warning Plate
1090	W	WINTRUST (EAST BUILDING) PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	N	N	Y			NC	PC	Cross Slope > 2%, 5' off Back of Curb
1090	MEDIAN	WINTRUST (EAST BUILDING) PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	Y				C	PC	
1091	E	WINTRUST PARKING LOT STRUCTURE ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	N	N	Y			C	PC	Cross Slope > 2%
1091	W	WINTRUST PARKING LOT STRUCTURE ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	Y	Y			C	PC	
1091	MEDIAN	WINTRUST PARKING LOT STRUCTURE ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	Y	Y			C	PC	
1092	NE	HIGGINS RD	WINTRUST ACCESS	Y	Y	PC	2		Y	Y	Y	Y			C	C	
1092	NW	HIGGINS RD	WINTRUST ACCESS	Y	Y	PC	2		Y	N	Y	Y			NC	PC	> 2' on Outside of Warning Plate
1092	SE	HIGGINS RD	WINTRUST ACCESS	Y	Y	PC	2		Y	Y	Y	Y			C	C	
1092	SW	HIGGINS RD	WINTRUST ACCESS	Y	Y	PC	2		Y	N	Y	Y			NC	PC	> 2' on Outside of Warning Plate
1093	E	WINTRUST (WEST BUILDING) PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	Y	Y			C	C	
1093	W	WINTRUST (WEST BUILDING) PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	Y	Y			C	C	
1093	MEDIAN	WINTRUST (WEST BUILDING) PARKING LOT ENTRANCE OFF HIGGINS RD		Y	Y	PC	2		Y	Y	Y	Y			C	C	
1094	SE	STILLWELL DR	DEVON AVE	Y	Y	PC	2		Y	N					NC	NC	> 2' on Outside of Warning Plate
1095	NE	MAPLE DR	GAGE AVE	Y	Y	PC	4										
1095	SE	MAPLE DR	GAGE AVE	Y	N	NC	4								NC	NC	
1095	SW	MAPLE DR	GAGE AVE	Y	N	NC	4								NC	NC	
1096	E	NORTH ENTRANCE TO APARTMENT BUILDINGS WEST OF GAGE AVE		Y	N	NC	4								NC	NC	
1096	W	NORTH ENTRANCE TO APARTMENT BUILDINGS WEST OF GAGE AVE		Y	N	NC	4								NC	NC	
1097	E	SOUTH ENTRANCE TO APARTMENT BUILDINGS WEST OF GAGE AVE		Y	N	NC	4								NC	NC	
1097	W	SOUTH ENTRANCE TO APARTMENT BUILDINGS WEST OF GAGE AVE		Y	N	NC	4								NC	NC	
1098	E	NORTH ENTRANCE TO APARTMENT BUILDINGS EAST OF MAPLE DR		Y	N	NC	4								NC	NC	
1098	W	NORTH ENTRANCE TO APARTMENT BUILDINGS EAST OF MAPLE DR		N	N	NC	4								NC	NC	
1099	NE	SOUTH ENTRANCE TO APARTMENT BUILDINGS EAST OF MAPLE DR		Y	Y	PC	4		Y	Y	N	N			NC	PC	Longitudinal Slope 8%, Cross Slope > 2%, Side Flares > 10%, Ramp Leads to Nowhere
1100	NE	GLENLAKE AVE	GAGE AVE	N	N	NC	4								NC	NC	Only One Ramp With Color Contrast, Ramp Leads to Nowhere
1100	NW	GLENLAKE AVE	GAGE AVE	Y	Y	PC	4								NC	NC	
1100	SW	GLENLAKE AVE	GAGE AVE	Y	N	NC	4								NC	NC	
1101	NW	GLENLAKE AVE	WILLOW CREEK DR	Y	Y	PC	4		Y	N					NC	NC	> 2' on Outside of Warning Plate, Warning Plate Leads to Nowhere
1101	SW	GLENLAKE AVE	WILLOW CREEK DR	Y	Y	PC	4		Y	N					NC	NC	> 2' on Outside of Warning Plate
1102		MAPLE DR	WILLOW CREEK DR			N/A - No Sidewalk	4								N/A	N/A	
1103	NW	GLENLAKE AVE	RIVER RD	Y	Y	PC	2		N	N	N	N			NC	PC	> 2' on Outside of Warning, Cross Slope > 2%, No Detectable Warning at Depressed Curb, Ramp Leads to Nowhere
1103	SW	GLENLAKE AVE	RIVER RD	Y	Y	PC	2		N	N	N	N			NC	PC	> 2' on Outside of Warning, Longitudinal Slope > 8.33%, Cross Slope > 2%, No Detectable Warning at Depressed Curb
1104	N	MCDONALD'S SOUTH PARKING LOT EXIT ON RIVER RD		Y	N	NC	2								NC	NC	
1104	S	MCDONALD'S SOUTH PARKING LOT EXIT ON RIVER RD		Y	N	NC	2								NC	NC	
1105	N	MCDONALD'S NORTH PARKING LOT ENTRANCE OFF RIVER RD		Y	N	NC	2								NC	NC	
1105	S	MCDONALD'S NORTH PARKING LOT ENTRANCE OFF RIVER RD		Y	N	NC	2								NC	NC	
1106	N	MOBILE GAS ENTRANCE OFF RIVER RD		Y	N	NC	2								NC	NC	
1106	S	MOBILE GAS ENTRANCE OFF RIVER RD		Y	N	NC	2								NC	NC	
1107	N	EVENHOUSE AVE	RIVER RD	Y	Y	PC	2		N	N	Y	Y			NC	PC	> 2' on Outside of Warning, No Detectable Warning at Depressed Curb
1107	S	EVENHOUSE AVE	RIVER RD	Y	Y	PC	2		N	N	Y	Y			NC	PC	> 2' on Outside of Warning, No Detectable Warning at Depressed Curb
1107	MEDIAN	EVENHOUSE AVE	RIVER RD	Y	Y	PC	2		Y	N	N				NC	PC	> 2' on Outside of Warning, Cross Slope > 2%
1108	N	WESTIN NORTH ENTRANCE OFF RIVER RD		Y	N	NC	2								NC	NC	
1108	S	WESTIN NORTH ENTRANCE OFF RIVER RD		Y	N	NC	2								NC	NC	
1109	NE	EVENHOUSE AVE (SOUTH)	RIVER RD	Y	Y	PC	2		N	N	Y	Y			NC	PC	> 2' on Outside of Warning, No Detectable Warning at Depressed Curb
1109	NW	EVENHOUSE AVE (SOUTH)	RIVER RD	Y	Y	PC	2		N	N	N	Y			NC	PC	> 2' on Outside of Warning, Longitudinal Slope > 8.33%, No Detectable Warning at Depressed Curb
1109	SE	EVENHOUSE AVE (SOUTH)	RIVER RD	Y	Y	PC	2		N	N	N				NC	PC	> 2' on Outside of Warning, Longitudinal Slope > 8.33%, Cross Slope > 2%, No Detectable Warning at Depressed Curb
1109	SW	EVENHOUSE AVE (SOUTH)	RIVER RD	Y	Y	PC	2		Y	N	N				NC	PC	> 2' on Outside of Warning, Longitudinal Slope > 8.33%, Detectable Warning Not 4' Wide
1109	MEDIAN	EVENHOUSE AVE (SOUTH)	RIVER RD	Y	Y	PC	2		Y	N	Y				NC	PC	> 2' on Outside of Warning, Longitudinal Slope > 8.33%
1110	N	EXIT OFF 294	RIVER RD	Y	Y	PC	2		Y	Y	N	Y			NC	PC	
1110	S	EXIT OFF 294	RIVER RD	Y	Y	PC	2		Y	Y	Y	Y	Y		C	PC	Detectable Warning Not 4' Wide, Curved Ramp
1111	N	ROSEMONT PUBLIC SAFETY ENTRANCE OFF RIVER RD		Y	Y	PC	2		Y	Y	Y	Y	Y		C	PC	
1111	S	ROSEMONT PUBLIC SAFETY ENTRANCE OFF RIVER RD		Y	Y	PC	2		Y	Y	N	N			NC	PC	> 2' on Outside of Warning Plate, > 5 ft from Back of Farthest Corner of Detectable Warning, Cross Slope > 2%
1112	N	EXIT OFF 294 CONTINUATION	RIVER RD	Y	Y	PC	2		Y	N	Y				NC	PC	> 2' on Outside of Warning Plate, Warning Plate not Perpendicular, Leads to Nowhere
1112	W	EXIT OFF 294 CONTINUATION	RIVER RD	Y	Y	PC	2		Y	N	Y	Y			NC	PC	> 2' on Outside of Warning Plate
1113	W	EXIT 1A OFF 190	RIVER RD	Y	Y	PC	2		Y	N	Y				NC	PC	> 2' on Outside of Warning Plate
1113	E	EXIT 1A OFF 190	RIVER RD	Y	Y	PC	2		Y	N	N	N			NC	PC	> 2' on Outside of Warning Plate, Longitudinal Slope > 8.33%, Side Flares > 10%
1114	NE	EXIT 1B OFF 190	RIVER RD	Y	Y	PC	2		Y	N	Y	Y			NC	PC	> 2' on Outside of Warning Plate, Side Flares > 10%
1114	SW	EXIT 1B OFF 190	RIVER RD	Y	Y	PC	2		Y	N	Y	Y			NC	PC	> 2' on Outside of Warning Plate
1115	NW	ENTRANCE ON 190 (EAST)	RIVER RD	Y	Y	PC	2		Y	N	N				NC	PC	> 2' on Outside of Warning Plate, Cross Slope > 2%
1115	SW	ENTRANCE ON 190 (EAST)	RIVER RD	Y	Y	PC	2		Y	N	Y	Y			NC	PC	> 2' on Outside of Warning Plate
1116	NE	BRYN MAWR AVE	RIVER RD	Y	Y	PC	2		Y	N	Y	Y		N	NC	PC	Depressed Curb > 1/2"
1116	NW	BRYN MAWR AVE	RIVER RD	Y	Y	PC	2		Y	Y	N	Y			NC	PC	Cross Slope > 2%, No Detectable Warning at Depressed Curb
1116	SE	BRYN MAWR AVE	RIVER RD	Y	Y	PC	2		Y	N	N				NC	PC	< 2' on Outside of Warning, Longitudinal Slope > 8.33%,
1116	SW	BRYN MAWR AVE	RIVER RD	Y	Y	PC	2		Y	N	N				NC	PC	< 2' on Outside of Warning, Longitudinal Slope > 8.33%
1117	E	D.E.S CONVENTION CENTER NORTHEAST ENTRANCE OFF BRYN MAWR AVE		Y	Y	PC											

VILLAGE OF ROSEMONT																											
PUBLIC RIGHT-OF-WAY ACCESSIBILITY TRANSITION PLAN																											
EXHIBIT B - CURB RAMP EVALUATION DATA																											
Consultant:		Christopher B. Burke Engineering, Ltd.				PRELIM EVALUATION LEGEND: PC = POTENTIALLY COMPLIANT NC = NON-COMPLIANT		AREA CLASSIFICATION LEGEND: 1- GOVERNMENT & PUBLIC FACILITY 2- ARTERIAL ROAD OR BUSINESS DIST 3- COLLECTOR ROAD		SECONDARY EVALUATION LEGEND: C = FULLY COMPLIANT PC = PARTIALLY COMPLIANT (ADD TO TRANSITION PLAN) NC = NON-COMPLIANT (ADD TO TRANSITION PLAN) UC = UNCONSTRUCTED N/A = NOT EVALUATED																	
Completed by:		Joe DeFreitas																									
Date:		June 2021																									
INT NO.	CORNER	STREET 1	STREET 2	PRELIMINARY EVALUATION			AREA CLASSIFICATION		SECONDARY EVALUATION																		
				CURB RAMP?	COLOR CONTRAST?	COMPLIANCE	AREA CLASS	COMMENTS	WARNING PLATE PRESENT?	WIDTH OK?	SLOPES OK?	SIDE FLARES OK?	LANDING AREAS OK?	NO TRIP HAZARDS?	CORNER COMPLIANCE	INTERSECTION COMPLIANCE	NOTES										
1154	NE	PEARL ST	JENNIE FINCH WAY	Y	Y	PC	4		Y	N					NC	NC	> 2' on Outside of Warning Plate										
1154	NW	PEARL ST	JENNIE FINCH WAY	Y	Y	PC	4																				
1154	SE	PEARL ST	JENNIE FINCH WAY	Y	Y	PC	4																				
1154	SW	PEARL ST	JENNIE FINCH WAY	Y	Y	PC	4		Y	N					NC		> 2' on Outside of Warning Plate										
1155	W	PARKWAY BANK SPORTS COMPLEX EAST ENTRANCE OFF JENNIE FINCH WAY		Y	Y	PC	4		Y	N					NC	NC	> 2' on Outside of Warning Plate, Ramp Leads to Nowhere										
1156	E	PARKWAY BANK SPORTS COMPLEX WEST ENTRANCE OFF JENNIE FINCH WAY		Y	Y	PC	4		Y	N	N				NC	PC	> 2' on Outside of Warning Plate, Cross Slope > 2%.										
1156	W	PARKWAY BANK SPORTS COMPLEX WEST ENTRANCE OFF JENNIE FINCH WAY		Y	Y	PC	4		Y	N	N				NC	PC	> 2' on Outside of Warning Plate, Cross Slope > 2%, 5' off Back of Curb										
1157	NE	PEARL ST	BERWYN ST	Y	Y	PC	4		Y	N					NC		> 2' on Outside of Warning Plate										
1157	NW	PEARL ST	BERWYN ST	Y	Y	PC	4		Y	N					NC	NC	> 2' on Outside of Warning Plate										
1157	SE	PEARL ST	BERWYN ST	Y	Y	PC	4		Y	N					NC	NC	> 2' on Outside of Warning Plate										
1157	SW	PEARL ST	BERWYN ST	Y	Y	PC	4																				
1158	NE	PARKING GARAGE LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	Y	N	N			NC		Cross Slope > 2%, Side Flares > 10%										
1158	NW	PARKING GARAGE LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	Y	Y	N			NC	PC	Side Flares > 10%										
1158	SE	PARKING GARAGE LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	N	Y				NC		> 2' on Outside of Warning Plates and Between Warning Plates, Sloping Width Must be Increased to Include Entire Detectable Warning										
1158	SW	PARKING GARAGE LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	N	Y				NC		> 2' on Outside of Warning Plates and Between Warning Plates, Sloping Width Must be Increased to Include Entire Detectable Warning										
1159	N	THE ROSE HOTEL WEST PARKING LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	N	Y				NC	PC	> 2' on Outside of Warning Plate										
1159	S	THE ROSE HOTEL WEST PARKING LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%										
1159	MEDIAN	THE ROSE HOTEL WEST PARKING LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	N	Y				NC		> 2' on Outside of Warning Plate										
1160	N	THE ROSE HOTEL EAST PARKING LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	Y	Y				C												
1160	S	THE ROSE HOTEL EAST PARKING LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	Y	N				NC	PC	Cross Slope > 2%										
1160	MEDIAN	THE ROSE HOTEL EAST PARKING LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	Y	N				NC		Cross Slope > 2%										
1161	NE	DAVE AND BUSTERS PARKING LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	N	Y				NC	PC	> 2' on Outside of Warning Plate										
1161	NW	DAVE AND BUSTERS PARKING LOT ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	Y	N				NC		Cross Slope > 2%										
1162	NW	THE ROSE HOTEL EAST SIDE STREET ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	Y	N				NC		Longitudinal Slope > 8.33%										
1162	SE	THE ROSE HOTEL EAST SIDE STREET ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	N	Y				NC	PC	> 2' on Outside of Warning Plate										
1162	SW	THE ROSE HOTEL EAST SIDE STREET ENTRANCE OFF BERWYN ST		Y	Y	PC	4		Y	N	Y				NC		> 2' on Outside of Warning Plate and Between Warning Plates										
1163	NW	SIDE STREET EAST OF CARMINE'S	BERWYN ST	N	N	NC	4								NC	NC											
1163	SW	SIDE STREET EAST OF CARMINE'S	BERWYN ST	N	N	NC	4								NC												
1164	NW	FARRAGUT ST	PEARL ST	Y	Y	PC	4								NC												
1164	SE	FARRAGUT ST	PEARL ST	Y	N	NC	4								NC	NC											
1164	SW	FARRAGUT ST	PEARL ST	Y	N	NC	4								NC												
				TOTAL CORNERS		393			TOTAL INTERSECTIONS WITH RAMPS							160											
				TOTAL NC		71			FULLY COMPLIANT INTERSECTIONS							2											
				TOTAL PC		322			PARTIALLY COMPLIANT INTERSECTIONS							76											
									NON-COMPLIANT INTERSECTIONS							82											
				% NC =		18%			% FULLY COMPLIANT =							1%											
				% PC =		82%			% PARTIALLY COMPLIANT =							48%											
									% NON-COMPLIANT =							51%											
									TOTAL UNCONSTRUCTED INTERSECTIONS							0											
									TOTAL N/A INTERSECTIONS							4											