



AMERICANS WITH DISABILITIES ACT TRANSITION PLAN



CITY OF ANKENY, IOWA
AMERICANS WITH DISABILITIES ACT - TRANSITION PLAN

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1. PURPOSE AND NEED

This document, known as the City of Ankeny ADA Transition Plan, is a result of the mandate by the Federal government to insure that the rights of handicapped individuals in the United States are protected and preserved. Section 504 of the Rehabilitation Act of 1973 states:

No otherwise qualified handicapped individual in the United States shall, solely by reason of handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

Congress passed the Americans with Disabilities Act (ADA) in 1990. Title II of the ADA covers programs, activities, and serviced public entities such as municipalities. Title II provides protections to individuals with disabilities that are at least equal to those provided by the nondiscrimination provisions of Title V of the Rehabilitation Act. Title II of the ADA further provides that public entities must identify and evaluate all programs, activities, and services and review all policies, practices, and procedures that govern administration of the entity's programs, activities and services. The key goals of the ADA are to ensure that all people with disabilities have equality of opportunity, economic self-sufficiency, and full participation in lifestyle and living conditions.

The City of Ankeny is classified as a "public entity" according to Title II of the ADA. As such, the City of Ankeny staff strives to eliminate barriers that may prevent persons with disabilities from enjoying access to city facilities or from utilizing our transportation network with independent mobility. This report contains the findings based upon a survey and review of Ankeny's public facilities in regard to handicap access.

Title II of the ADA identifies specific steps that municipal governments must follow to comply with the ADA:

- Prepare a self-evaluation of infrastructure, services and activities that may not be accessible to persons with disabilities;
- Develop a transition plan to provide for the elimination of barriers for disabled persons to obtain access to municipal services and infrastructure;

- Designate at least one employee to serve as the ADA Coordinator. This person will be responsible for the ADA compliance program;
- Establish a complaint and grievance procedure for the public to respond to issues and barriers regarding accessibility;
- Provide notice to the public of the municipality's obligations under Title II to prohibit discrimination on the basis of disability.

2. FEDERAL ACCESSIBILITY REQUIREMENTS

Title II of the ADA applies to State and local governments, including cities, townships, school districts, water districts, special purpose districts, and other local governments. It prohibits discrimination on the basis of disability in all services, programs, and activities provided by the local government. Thus, people with disabilities must have an equal opportunity to participate in and benefit from a city's services, programs, and activities. To accomplish this, the ADA sets requirements for municipal facilities, new construction and alterations, communications with the public, and policies and procedures governing civic programs, services, and activities.

When programs, services, or activities are located in municipal facilities that existed prior to January 26, 1992 (the effective date of Title II of the ADA) cities must make sure that they are available to persons with disabilities, unless to do so would fundamentally alter a program, service, or activity or result in undue financial or administrative burdens. This requirement is called program accessibility. When a service, program, or activity is located in a building that is not accessible, a city can achieve program accessibility in different ways. It can:

- Relocate the program or activity to an accessible facility.
- Provide the activity, service, or benefit in another manner that meets ADA requirements.
- Make modifications to the building or facility itself to provide accessibility.

Thus, to achieve program accessibility, a municipality may not need to make every existing facility accessible. It can relocate some programs to accessible facilities and modify other facilities, avoiding expensive physical modifications of many facilities.

New Construction: ADA requirements for new construction have been in effect since January 1992. New buildings and facilities must comply with the new construction provisions of the ADA Standards for Accessible Design or the Uniform Federal Accessibility Standards (UFAS). This requirement includes facilities that are open to the public and those that are for use by employees.

Building Alterations / Additions: When a building or facility is renovated or expanded for any purpose, the alterations or additions must comply with the ADA Standards. In general, the alteration provisions are the same as the new construction requirements except that deviations are permitted when it is not technically feasible to comply. Additions are considered an alteration but the addition must follow the new construction requirements. When existing structural and other conditions make it

impossible to meet all the alteration requirements of the ADA Standards, then they should be followed to the greatest extent possible.

Maintaining Features: Cities must maintain in operable working condition those features that are already in place and are necessary to provide access to services, programs, and activities. Examples of these include curb ramps at intersections, accessible parking spaces, and ramps to building or facility entrances. Isolated or temporary interruptions in service or access are permitted for maintenance or repairs.

Title II of the ADA identifies specific steps that municipal governments with greater than 50 employees must follow to comply with the ADA:

- Prepare a self-evaluation of infrastructure, services and activities that may not be accessible to persons with disabilities (barriers);
- Develop a transition plan to provide for the elimination of these barriers so that disabled persons can have access to municipal services and infrastructure;
- Designate at least one employee to serve as the ADA Coordinator. This person will be responsible for the ADA compliance program;
- Establish a complaint and grievance procedure for the public to respond to issues and barriers regarding accessibility;
- Provide notice to the public of the municipality's obligations under Title II to prohibit discrimination on the basis of disability;

In summary, a municipality such as the City of Ankeny generally is required to follow the Title II ADA requirements and needs to conduct business operations with a realization that discrimination of the handicapped cannot be tolerated. The actual technical ADA requirements are too expansive to be summarized here, but can be found at this web site: http://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm

This document was prepared to meet these specific requirements of the ADA.

3. ADA COORDINATOR

As required by the ADA, public agencies with 50 or more employees must designate at least one responsible employee to coordinate ADA compliance and investigate complaints. The ADA Coordinator is responsible for organizing the efforts of the City of Ankeny to comply with Title II and is also responsible for investigating any claims that the City has violated under Title II. The City of Ankeny's designated ADA Coordinator is:

Paul Moritz, P.E.
Assistant City Manager
City of Ankeny
410 West First Street
Ankeny, Iowa 50023

(515) 965-6420 (office)
(515) 965-6400 (console)
(515) 965-6416 (fax)
pmoritz@ankenyiowa.gov (e-mail)
www.ankenyiowa.gov (web site)

The assistant city manager or his designated representative serves as the primary contact for the Americans with Disabilities Act (ADA) policies, practices, and procedures for the City of Ankeny, Iowa. Requests for information, questions, complaints or grievances should initially be directed to him.

A complaint or grievance can be filed with the City of Ankeny according to the following Section 4, Grievance Procedure.

4. GRIEVANCE PROCEDURE

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act (ADA). 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, programs, or benefits by the City of Ankeny. The City's Personnel Policy governs employment-related complaints of disability discrimination.

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. Please submit the complaint / grievance to:

Paul Moritz, P.E.
Assistant City Manager
Ankeny City Hall
410 West First Street
Ankeny, Iowa 50023

Within 20 calendar days after receipt of the complaint, the Assistant City Manager or his designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 20 calendar days of the meeting, the Assistant City Manager or his 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 City of Ankeny, and will offer options for resolution of the complaint.

If the response by the Assistant City Manager or his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 20 calendar days after receipt of the response to the City Manager or his designee. Within 20 calendar days after receipt of the appeal, the City Manager or his designee will meet with the complainant to discuss the complaint and possible resolutions.

Within 20 calendar days after the meeting, the City Manager or his designee will respond in writing and, in a format accessible to the complainant, provide a final resolution of the complaint. All written ADA complaints or grievances received by the City of Ankeny shall be retained by the City of Ankeny for at least three years.

5. IMPROVEMENT METHODOLOGY

The directives and recommendations provided by the ADA stress that a transition plan should identify obstacles in the public entity's facilities that limit the accessibility of its programs, describe the methods that would be used to make the facilities accessible, and specify the schedule for achieving compliance.

The City of Ankeny has a current population of nearly 57,000 persons. Ankeny is an active community that is currently subject to very substantial growth. Over the past 10 years, Ankeny has grown at the rate of 5 persons per day. Ankeny's civic organization provides the typical city services to our citizens through the functions of our municipal departments such as police, fire, library, public works, parks and recreation, municipal utilities, and city administration. The public infrastructure that is maintained by the City of Ankeny is also typical and includes such features as:

- Sidewalk Curb Ramps
- Sidewalks and Trails
- Signalized Intersections
- Civic Parking Lots
- Buildings / Facilities

The various departments and functions of the Ankeny organization are located in different buildings throughout the city, as opposed to being centrally located. At this time, the City of Ankeny realizes the need to upgrade our current civic buildings. The 2015 Civic Facility Study was completed to address this need. The City has grown to the point that new and/or repurposed buildings are needed in the near future. Specifically, Ankeny's Kirkendall Public Library is severely undersized, the City Council Chambers are undersized, our Public Services Building is at capacity, and two of our buildings are leased facilities, which are not economically feasible long-term.

The 2015 Civic Facility Study is available for review by the public by accessing the city web site (www.ankenyiowa.gov). This study identified nine different options for solving our facility needs. These options include an exit strategy for the two leased buildings, a new or expanded library, and other building improvements. At this time, the city management team and city council are determining the best option and are formulating a financing plan. It is anticipated that the construction and refurbishing of the civic buildings will require an interim step and will require 3-4 years to complete.

Given the current interim conditions of many of Ankeny's civic buildings, access improvements and upgrades to buildings that may be vacated in the near future are not deemed as feasible. Any new or reconstructed buildings will be constructed with fully

compliant access facilities and other accommodations to fully serve citizens with disabilities and impairments. Thus, this ADA Transition Plan will be considered as an interim document that the City of Ankeny will upgrade and revise at the culmination of our major improvements to our civic buildings. At that time, it may be feasible to complete a full revision of this plan, utilizing the services of an architectural/engineering firm that has expertise with ADA compliance planning. This approach aligns with the federal agency recommendations that an ADA Transition Plan be an evolving document that is updated and improved over time and as conditions change.

Given Ankeny's current situation as explained above and our limits in regard to staff commitment and financing, the City's ADA compliance efforts are focused initially on sidewalk ramp and recreational trail ramp improvements, with secondary attention to our other public infrastructure. As is typical with most municipalities, current construction standards and techniques provide sidewalk infrastructure that complies with Title II ADA Standards, whether it be new improvements or reconstructed facilities. However, Ankeny has a number of sidewalk ramps in existence in the older central districts that were constructed before the current standards were established. We are cognizant that these need to be replaced to meet the requirements. Many of these outdated ramps are located near schools and other facilities that generate pedestrian traffic regularly. So the City recognizes these ramp replacements as a high priority. Our intent is to replace a number of these sidewalk ramps each year as part of our annual Capital Improvements Program.

6. INVENTORY AND SCHEDULING OF IMPROVEMENTS

The following subsections contain the inventory information for each of the listed public infrastructure elements. Where applicable, scheduling and prioritizing of the proposed improvements is included with the inventory information. Also, conceptual cost estimates for budgeting are also included for the infrastructure elements that are scheduled for near-term improvements.

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17	6C. Signalized Intersections
18	6D. Civic Parking Lots
41	6E. Buildings / Facilities

Prioritization: As with all municipalities, the City of Ankeny has limited resources to devote to capital improvements. As a city organization, we must prioritize prudently and uniformly to insure that the public is provided the highest quality infrastructure within the limits of our available funding, manpower and other resources. Our approach to ADA compliance, given these constraints, is to prioritize the required actions and improvements. Obviously, items with a higher priority will be scheduled for completion sooner than items with a lower priority. For each of the five civic elements listed above, the structure for prioritization will be as follows. This structure was generated based on the impact that the action or improvement would have, the relative location of the improvement in relation to traffic generation, and perceived severity of the shortcoming or non-compliance:

- **Priority 1 Action:** These are improvements that are deemed to be of an immediate need and as such carry the highest priority. These will be targeted for action within the next 12 -24 months.
- **Priority 2 Action:** These are improvements that are categorized as important and necessary for scheduling at this time. However, the impact of these actions may not be as high as the Priority 1 Actions, and they may carry a larger financial burden, which makes improvements more difficult to complete in a timely manner. These actions will be targeted for scheduling for completion within the next 24-48 months.
- **Priority 3 Action:** These improvements are categorized as a priority to meet full compliance with the regulations of Title II, but are not feasible for immediate-term funding. These improvements will be scheduled and included in the annual Ankeny Capital Improvements Program as workload and funding allows.

6A. SIDEWALK CURB RAMPS

Inventory: At a current population of approximately 57,000, the City of Ankeny is a typical medium-sized city with one notable exception: The growth rate for Ankeny has been very substantial, especially in recent history. The city has a central district consisting of older homes, businesses and infrastructure. The surrounding and outlying neighborhoods beyond the central district developed during periods of rapid growth. Ankeny is currently experiencing such a growth period at this time. The result of this growth is that Ankeny's infrastructure, including the sidewalk ramps, vary in condition as construction standards and practices have evolved. Fortunately, a good portion of the outlying streets were constructed in recently history, and the sidewalk ramps in these newer areas were built according to fairly recent standards. However, there are many ramps in the older central portion of the city that are outdated by current standards, and many others in our medium-aged residential neighborhoods are also out of date, but to a lesser degree.

The Ankeny Public Works Department recently completed a comprehensive inventory of the sidewalk ramps at street intersections within the city. The inventory was completed on all streets within the system except for a small number of major arterial streets. These high-traffic, multi-lane streets will require extra traffic control and multiple personnel to measure and survey the ramps. These remaining sidewalk ramps will be scheduled for survey in the near future as a Priority 1 Action.

The inventory was completed using GPS so that an "as-built" database of the ramp conditions was created, with the data stored spatially within the City's GIS system.

Standards: The current City of Ankeny standards were used to evaluate sidewalk ramps against the federal requirements. The standards were developed using the standards and requirements of the Iowa Statewide Urban Design and Specifications (SUDAS), the Iowa Department of Transportation, and the ADA. The city standards are shown graphically in Appendix A. This Appendix also includes the Sidewalk Inventory Guide which describes the five-step approach used to survey each of the sidewalk ramps. In general terms, each sidewalk curb ramp was inspected for compliance in the following order of severity of defects:

1. Is there an existing curb drop?
2. Does the ramp have ADA contrasting color truncated dome panels?
3. Is the running slope for the ramp surfaces greater than 8.3%? Greater than 10%?
4. Is there a proper 4' by 4' turning space?
5. Is there a trip hazard present?

A summary of the defective ramps that were found throughout Ankeny includes:

No Existing Curb Drop.....	59
No ADA Panel.....	1,205
No 4' by 4' Turning Space.....	301
Running Slope Greater than 8.3%.....	554
Trip Hazard Present.....	60

Page 13 shows a small section of the southeast quadrant of Ankeny with the results of the public works survey shown by color coding. This aerial is an excerpt from Ankeny's GIS system, which includes the data for all ramps that were surveyed. The key for this map shows the specific defects that were identified, or if the ramp meets the current requirements / standards (Clears First Inventory).

Prioritization / Scheduling: Once the ramp survey work was completed and entered into the GIS system, consideration was given to the best way to prioritize which ramps to schedule for repairs / replacement. Using the GIS data, a search was performed to determine which ramps: 1) Are the most out of compliance based on the severity of defects, and 2) Are located in close proximity to schools or other pedestrian traffic generators. By cross-referencing these two variables, a listing of the most critical ramps was generated. A majority of these critical ramps were found to be located in the same general neighborhood area: The Parkview Terrace neighborhood, which is just north of Ankeny's original central business district and contains a number of schools.

Page 14 is an aerial view of the defective ramps in the Parkview Terrace neighborhood. The specific defects are noted by color-coding.

Priority 1 Actions: The ramps designated by an orange circle on Page 14 will be removed and reconstructed during the 2016 or 2017 construction season. This project has been included in the Ankeny Capital Improvements Program with funding assured. Workload within the Public Works Department will dictate if these ramps are completed in 2016 or 2017.

As noted above, the public works survey identified 59 pedestrian crossings that do not include a drop curb ramp, but instead have a full curb extending along the intersection return. These are located on the oldest streets within Ankeny. Nearly all of these 59 ramps are at a tee intersection, such that the pedestrian crossing does not line up with a ramp on the other side of the street. During 2016, Ankeny public works crews will remove 15-20 of these crossings and replace a similar number of ramps where it is possible.

Priority 2 Actions: The ramps designated by a blue circle on Page 15 will be removed and reconstructed during the 2017 or 2018 construction season. This work has been included as a 2017 project in the Capital Improvements Program, with funding expected.

In addition, public works crews will continue to remove and replace the pedestrian crossings that do not have a drop curb ramp. It is anticipated that the majority, if not all, of these pedestrian crossings will be removed by the end of 2017. The Ankeny public works department will complete the survey of the remaining ramps (those located on arterial streets) within the next 12-24 months. On a continuing annual basis, public works will monitor the data from the GIS information to identify and prioritize which ramps should be replaced in each year of the Capital Improvements Program.





6B. SIDEWALKS AND TRAILS

This section addresses missing sections of sidewalks, trails and shared use paths that exist within the City of Ankeny. These create a definite hindrance to pedestrian travel and an obstruction for persons with disabilities. Fortunately, the number of these “gaps” in Ankeny’s non-vehicular transportation system are limited in quantity. Within the city, sidewalks are regarded as 4’ or 5’ wide. Trails are regional facilities that are 10’ in width. Shared use paths are 8’ wide and are located within our parks and adjacent to our arterial and collector (higher-traffic) streets.

Sidewalks, trails and shared use paths are reviewed annually as part of the City of Ankeny’s Annual Capital Improvements Program (CIP). Defects and missing sections are prioritized and scheduled for repairs or replacement annually. These are updated annually as part of the CIP process. The current prioritized improvements are listed as follows.

Sidewalks

As is typical of most cities, sidewalks within Ankeny are the responsibility of the adjacent property owner to maintain. This requirement is included in the Ankeny Municipal Code. When specific defects such as tripping hazards are found by public works, the adjacent property owner is informed of the defect and directed to make the necessary repairs.

Ankeny is a fast-growing city with most of the growth being single-family or multi-family residential developments. When subdivisions are platting and constructed, the developer or the individual home builders construct the sidewalks within a plat. Gaps in the sidewalk system result from the differential timing of plats and home construction. These gaps are generally short-term in nature, and are dependent upon the scheduling of home construction. However, some of these gaps are located on properties that were previously developed (when sidewalks were not required). These missing sidewalk segments are the responsibility of the city to install, and have been targeted for inclusion in Ankeny’s Capital Improvements Program. Funding is limited in the sidewalk replacement fund to \$25,000 annually. Public Works is prioritizing which of these missing 5’ sidewalk sections will be completed in 2016 and beyond. Specific targeted projects include:

- East side of NE Frisk Drive, from NE Chambers Parkway to 690 feet north.
- East side of SE Delaware Avenue from SE Peterson Drive to 600 feet south.
- East side of NE Briarwood Drive, north of NE 47th Street, 100 foot gap.
- SW Ankeny Road from SW Twin Gates Drive to 1,100 feet northeast.
- Along the west side of NE Delaware Avenue from NE 18th Street north to NE 22nd Court.

Trails

The 10' wide paved trail system within Ankeny has been developed as a part of the regional trail system that serves the Des Moines metropolitan area and beyond. The sections of regional trails within Ankeny have been constructed and are maintained by the City of Ankeny. It is a priority for the City to provide connectivity of these regional trails, of which there are three within Ankeny: The High Trestle Trail, the Gay Lea Wilson Trail Extension, and the Neal Smith Connector Trail. The main gap in this system is on the High Trestle Trail from SW Ordinance Road southeast to SW Oralabor Road. This gap will be paved in segments as part of the Capital Improvements Program. Three phases of construction are anticipated with the first phase scheduled for construction in the year 2020.

Shared Use Paths

The 8' wide shared use paths within Ankeny utilize the arterial and collector street corridors to connect between many of the facilities and attractions within Ankeny. They are popular and are used daily by pedestrians and other non-motorized modes of transit. Gaps in this system that have been identified and prioritized for construction in the Annual Capital Improvements Program at this time include:

- West side of SW Irvinedale Dr from SW Woodbury Dr south to SW Oralabor Rd (2015/16 Const)
- North side of NE 36th St from Ankeny Blvd east to NE Delaware Ave (2017 Const)
- South side of NE 54th Street east of NE Jan Rose Parkway at Fourmile Creek.
- North side of West First Street from SW State Street east to the High Trestle Trail
- South side of SE Magazine Road from SE Trilene Drive east to SE Delaware Avenue

6C. SIGNALIZED INTERSECTIONS

The City of Ankeny currently has 60 signalized intersections. The Ankeny public works department monitors our transportation system regularly and includes new signals and pedestrian crossings in our Capital Improvements Program on an annual basis. A map showing the locations of the signalized intersections within Ankeny is included in Appendix B.

Nearly all of Ankeny's signalized intersections are equipped with pedestrian crossings consisting of push-button actuation and pedestrian indications in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). However, the majority of our signalized pedestrian crossings are not equipped with accessible pedestrian signal equipment (APS) since the signals were installed before the advent of APS.

According to PROWAG requirements, an engineering study needs to be completed to determine whether or not accessible pedestrian signal equipment (APS) is needed for new signal installations. We have included APS on the traffic signals that have been installed in Ankeny within the last 3 years.

For existing pedestrian signals (excluding routine maintenance or repairs from damage) – when the existing pedestrian signal controllers and software are altered, or the pedestrian signal head is replaced, the pedestrian signals will need to be upgraded to include APS and pushbuttons. If alterations are being made to the pedestrian paths (e.g. sidewalks or curb ramps) and the pedestrian signals are non-compliant, upgrading the signals to include APS is recommended but not required.

Of the 60 signalized intersections within Ankeny, there are 2 intersections that do not have pedestrian crossings. Both of these are currently temporary signal installations which consist of signal heads mounted on tether wires and wood poles. These 2 signals function well and serve vehicular traffic efficiently. However they do not provide pedestrian accommodation or any type of handicap accommodation. Both of these signals are scheduled for replacement in Ankeny's Annual Capital Improvements Program as part of major street reconstruction projects:

- South Ankeny Blvd. and SE Shurfine Drive Intersection – 2017 Design and 2018 Construction
- NE Delaware Avenue and NE 18th Street Intersection – 2022 Design and 2023 Construction

6D. CIVIC PARKING LOTS

The City of Ankeny owns and maintains parking lots that serve our municipal parks and other facilities. An inventory was completed to review the handicap stalls and drop-curb access ramps for each of these parking lots. The inventory also reviewed the adjacent sidewalks at each lot, so that handicap accessibility for patrons was determined starting from the point that they leave their vehicles to the point that they reach the park or civic facility. A list of the surveyed lots is as follows. An inventory for these parking lots is included on the following pages of this report. For each lot, deficiencies are noted, along with scheduling information for improvements to bring the deficiencies into proper compliance.

<u>PAGE</u>	<u>LOT LOCATION</u>
19	Prairie Ridge Aquatic Center Parking Lot
20	Cascade Falls Aquatic Center Parking Lot
22	Crestbruck Park Parking Lot
22	Georgetown Park Parking Lot
23	Glenbrook Park Parking Lot
24	Greentree Park Parking Lot
25	Hawkeye Park – Ash Drive Parking Lot
26	Miracle League Park Parking Lot
28	Heritage Park Parking Lot
29	Northcreek Park Parking Lot
30	Otter Creek Park Driving Range Parking Lot
31	Sommersby Park Parking Lot
32	Sawgrass Park Parking Lot
33	Summerbrook North Park Parking Lot
34	Sunrise Park Parking Lot
35	Sunset Park Parking Lot
36	Westwinds Park Parking Lot
37	Watercrest Park Parking Lot
38	Ankeny Dog Park Parking Lot
39	Prairie Ridge Sports Complex – NE 18 th Street Parking Lot
40	Prairie Ridge Sports Complex – NE Ash Drive Parking Lot

1. Prairie Ridge Aquatic Center Parking Lot
1220 NW Prairie Ridge Drive

Inventory: This large parking lot is comprised of three different but connected bays of stalls that serve three separate civic facilities: the Ankeny Skate Park, the Prairie Ridge Aquatic Center, and the Prairie Ridge Splash Park.

A circular drop-off is included in front of the main entrance to the aquatic center. The three lots are PCC curb-and-gutter with standard stall markings. There are a total of 245 stalls available. The lots currently has 12 marked handicap ramps. Each of these is marked as required, but signs need to be installed behind some of the stalls. There are seven access points from the lots. Each of these includes drop curb ramps that appear to be of the correct dimensions to meet ADA compliance. However, these ramps have not been surveyed and measured by Ankeny Public Works.



Improvements and Scheduling:

Priority 1 Actions: The missing handicap signs need to be installed behind each of the handicap stalls as required. This is scheduled to be completed in the summer/fall of 2016.

Priority 2 Actions: Each of the 7 drop curb ramps at the access points need to be measured by Public Works for compliance.

Priority 3 Actions: Any of the 7 drop curb ramps that are found to be out of compliance will need to be repaired / replaced.

2. Cascade Falls Aquatic Center Parking Lot 2350 SW Prairie Trail Parkway

Inventory: This parking lot contains 259 stalls and serves the Cascade Falls Aquatic Center in the summer months, and functions as the parking lot for the Prairie Trail Elementary School during the rest of the year. The lot is fairly new and is still in very good condition. The lot is PCC curb-and –gutter with standard stall markings.

There are seven handicap stalls within the lot. One of these measures as a van-accessible stall. The markings and signs for the handicap stalls appear to be in compliance with Title II requirements.

There are five access points where pedestrians leave the lot and proceed onto the sidewalks for entering into the aquatic center or school. Each of these access points has the required drop curb with warning panels. The dimensions of each ramp appear to meet the requirements, but these ramps have not been surveyed by public works.

Improvements and Scheduling:

Priority 1 Actions: No actions required at this time. The entire parking lot striping will be repainted during the summer / fall of 2016.

Priority 2 Actions: Each of the 5 drop curb ramps at the access points need to be measured by Public Works for compliance.

Priority 3 Actions: Any of the 5 drop curb ramps that are found to be out of compliance will need to be repaired / replaced.



3. Crestbruck Park Parking Lot NE Crestmoor Place at NE 9th Street

Inventory: This small lot is located on the west side of Crestbruck Park. It contains 23 parking stalls. The lot is in fair condition. The lot forms a “circle” drive off of NE Crestmoor Place. There is one handicap stall for the lot, which meets the requirements for location and quantity. However, this stall does not appear to be large enough to function as a van-accessible handicap stall.

There is one access point for the lot, where pedestrians exit the parking lot and enter onto the 8’ recreation trail. This is located in the center of the east row of parking stalls. From this point, pedestrians can utilize the adjacent shelter and playground, or use the trail to reach the other facilities in the large park. This access has a drop curb but does not have tactile panels.



Priority 1 Actions: Remove the existing symbol from the handicap stall and repaint with the current standard symbol. Repaint the handicap stall so that it is of the correct dimensions for a van-accessible stall. Also install a van-accessible handicap sign behind the stall.

Priority 2 Actions: Public works needs to measure the access dimensions and grades to insure compliance.

Priority 3 Actions: If public works finds that the access is out of compliance, it will need to be repaired / replaced.

4. Georgetown Park Parking Lot

NW Georgetown Blvd. at NW Ash Drive

Inventory: This small parking lot is relatively new and is located near the northwest corner of Georgetown Park. It contains 16 parking stalls, one of which is a handicap stall located in the middle of the east row of stalls. A dropped-curb access is located next to the handicap stall. The layout includes a van-accessible access aisle adjacent to the handicap stall as required.

Priority 1 Actions: Repainting of this parking lot is scheduled for 2016. The handicap stall is of the correct dimensions for a van-accessible stall. A R7-8 handicap sign and van accessible plaque will be erected behind the stall.

Priority 2 Actions: Public works needs to measure the access dimensions and grades to insure compliance.

Priority 3 Actions: If public works finds that the access is out of compliance, it will need to be scheduled for repair / replacement.



5. Glenbrook Park Parking Lot
2803 SW Glenbrook Drive

Inventory: This small parking lot contains 13 parking stalls, one of which is a handicap stall located in the northeast corner of the lot. A dropped-curb access is located next to the handicap stall. The layout includes a van-accessible access aisle adjacent to the handicap stall as required.

Priority 1 Actions: Repainting of this parking lot is scheduled for 2016. The handicap stall is of the correct dimensions for a van-accessible stall. A “van accessible” plaque will be erected below the existing handicap sign behind the stall.

Priority 2 Actions: Public works needs to measure the drop-curb access ramp dimensions and grades to insure compliance.

Priority 3 Actions: If public works finds that the access is out of compliance, it will need to be scheduled for repair / replacement.



6. Greentree Park Parking Lot
1914 NW Hickory Lane

Inventory: This small parking lot is within one of Ankeny's older public parks. It contains 13 parking stalls, one of which is a handicap stall. This stall needs to be moved to the northeast corner of the lot, so that it is located adjacent to a dropped-curb access ramp. Otherwise, disabled users of the park would need to cross the lot to reach the access location.

Priority 1 Actions: Repainting of this parking lot is scheduled for 2016. The handicap stall will be moved as required, and the handicap signing will also be relocated.



Priority 2 Actions: This lot contains two drop-curb access ramps. Public works needs to measure the ramp dimensions and grades of these ramps to insure compliance.

Priority 3 Actions: If public works finds that the accesses are out of compliance, improvements will need to be scheduled.

7. Hawkeye Park – Ash Drive Parking Lot

Inventory: This 18-stall parking lot serves a pond, ball diamond and open park areas. There is one van-accessible handicap stall located in the northeast corner of the lot.

Priority 1 Actions: Repainting of this parking lot is scheduled for 2016. The handicap stall is van-accessible and the handicap sign is in place. However, a “van-accessible” plaque will need to be added to the post.

Priority 2 Actions: This lot contains two drop-curb access ramps. Public works needs to measure the dimensions and grades of these ramps to insure compliance.

Priority 3 Actions: If public works finds that the accesses are out of compliance, improvements will need to be scheduled.



**8. Miracle League Field Park Parking Lot
300 NW School Street**

Inventory: The Miracle League All-Inclusive Playground was fully completed in the spring of 2015. This facility is dedicated to special needs children. It provides a baseball field with a special rubberized surface that allows participation by youths who otherwise could not, due to a disability. Also included is an all-inclusive playground that accommodates special needs children. Given the unique use of this facility, special consideration is given to facility access by the handicapped.

Pedestrian access to the Miracle League Field is provided from the south, east and west. South access is from a linear parking lot that is adjacent to Ankeny City Hall. It is shown in the aerial to the right.

East Access is provided by a large parking lot that is owned and maintained by the Ankeny Community School District. This lot primarily serves a nearby elementary school and middle school, but is used by patrons of the Miracle League on weekends during organized events. This lot is level with the Miracle League facility, so no grade change is present.

West access is provided via a shared use path that connects to the parking lot located at the Lakeside Center. This lot is addressed later in this report.

The south parking lot provides the primary daily public access to the facility. This is especially true during the school year, when the east lot is not available to the general public when school is in session. The south lot consists of two large bays that contain a total of 55 parking stalls. Of these stalls, 3 are handicap stalls. This is the correct number according to the ADA technical requirements. However, given the special use of the Miracle League, the city is cognizant of the need to provide extra handicap accessibility to the Miracle League facility. It is proposed that an additional 4 handicap stalls be provided in the south parking lot. This will provide 7 handicap stalls that will be adjacent to two drop-curb access ramps. The new stalls will be van-accessible.



Priority 1 Actions: Repainting of the south parking lot is scheduled for 2016. At that time, 4 new van-accessible handicap stalls will be painted. For each of these new stalls, a R7-8 handicap sign and “van-accessible” plaque will be placed behind each stall.

Priority 2 Actions: This lot contains two drop-curb access ramps. Public works needs to measure the dimensions and grades of these ramps to insure compliance.

Priority 3 Actions: If public works finds that the accesses are out of compliance, ramp improvements will need to be scheduled.

The four proposed handicap ramps are shown below in red:



**9. Heritage Park Parking Lot
300 NE Frisk Drive**

Inventory: Heritage Park is an open, natural park facility on the east side of Ankeny. It has one parking lot with access off of NE Frisk Drive. The lot is paved but it does not have curbs. The pavement surface is level with the surrounding ground. The lot contains 20 stalls. Since the park is open and natural, it does not have specific destinations that would be connected by sidewalks to the lot. There currently is no handicap stall provide in this parking lot.

Priority 1 Actions: A new van-accessible handicap stall should be provided within this lot. This stall will be painted during 2016 at the north end of the row of parking stalls. The work will also include the installation of an R7-8 handicap sign and “van-accessible” plaque behind the stall.

Priority 2 Actions: None contemplated at this time.



10. Northcreek Park Parking Lot

NW 13th Street and NW Irvinedale Drive

Inventory: North Creek Park is a popular attraction on the northwest side of Ankeny. The parking lot for this park is connected to the trail system and also serves a playground, shelter and general-use open spaces. The lot is PCC with curbs, and has 30 parking stalls. Two handicap stalls are provided, with one of them being van-accessible. This meets the requirements. However, handicap signs are not provided behind the two stalls. There is one drop-curb access ramp that connects the lot to the walkway to the shelter. This ramp does not have the required truncated dome panels.

Priority 1 Actions: For each of the two handicap stalls, a R7-8 handicap sign will be installed. A “van-accessible” plaque will also be placed behind that stall.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the access ramp to insure compliance.

Priority 3 Actions: The access ramp needs to be reconstructed so that the required truncated dome panels are provided.



11. Otter Creek Park Driving Range Parking Lot

4100 NE Otter Creek Drive

Inventory: This lot includes two separate sections as shown below. The large north section previously served some tennis courts and other park facilities that were removed some time ago. So this lot is not used on a regular basis at this time, but serves as overflow parking during limited special golf events. The west lot, which includes 10 parking stalls, is used regularly by patrons of the driving range, which is located just to the west. There are two handicap stalls provided, with one of them being van-accessible as required. However, the signs behind these stalls are missing. Otherwise, these two stalls are relatively new and were constructed to the correct dimensions and grades.

It should be noted that this lot could possibly be removed or rebuilt to facilitate the construction of a new fire station on this site. That project is scheduled for 2017 construction pending council approval.

Priority 1 Actions: For each of the two handicap stalls, a R7-8 handicap sign will be installed. A “van-accessible” plaque will also be placed behind that stall.

Priority 2 Actions: The anticipated construction of a fire station on this site might facilitate the reconfiguration of this lot.



12. Sommersby Park Parking Lot SW Springfield Drive

Inventory: This lot is one of the newest within the City of Ankeny park system. The lot is PCC with curbs, and has 20 parking stalls. One handicap stall is provided, and it is van-accessible. This meets the requirements. However, handicap signs are not provided behind the stall. There is one drop-curb access ramp that connects the lot to the playground and a trail system within the park. This ramp does not have the required truncated dome panels.

Priority 1 Actions: For the two handicap stall, an R7-8 handicap sign will be installed. A “van-accessible” plaque will also be placed behind the stall.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the access ramp to insure compliance.

Priority 3 Actions: The access ramp needs to be reconstructed so that the required truncated dome panels are provided.



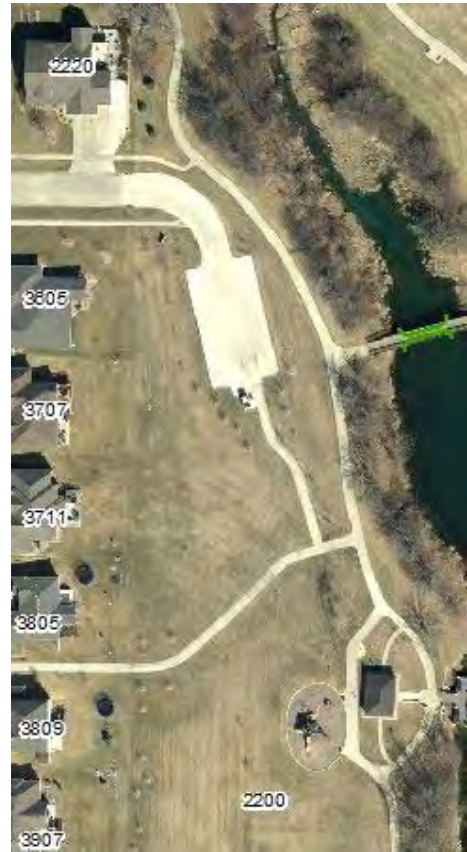
13. Sawgrass Park Parking Lot SW Sawgrass Parkway

Inventory: The lot is located within a park in the southwest section of Ankeny. The lot is PCC with curbs, and has 20 parking stalls. One handicap stall is provided, and it is van-accessible. This meets the requirements. However, handicap signs are not provided behind the stall. There is an adjacent drop-curb access ramp that connects the lot to the playground, fishing dock and the trail system within the park. This ramp has the required truncated dome panels.

Priority 1 Actions: For the handicap stall, an R7-8 handicap sign will be installed. A “van-accessible” plaque will also be placed behind the stall.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the access ramp to insure compliance.

Priority 3 Actions: If public works finds that the access is out of compliance, ramp improvements will need to be scheduled.



**14. Summerbrook North Park Parking Lot
SE Delaware Avenue and SE 8th Street**

Inventory: This small lot is located within a park in the southeast section of Ankeny. The lot is PCC with curbs, and has 14 parking stalls. One handicap stall is provided, and it is van-accessible. However, handicap signs are not provided behind the stall. Also, the stall needs to be moved so that it is on the correct side of the provided turning space. There



is an adjacent drop-curb access ramp that connects the parking lot to the playground, shelter and the trail system to the south within the park. This ramp has the required truncated dome panels.

Priority 1 Actions: For the handicap stall, an R7-8 handicap sign will be installed. A “van-accessible” plaque will also be placed behind the stall. The stall will also be relocated to the other side of the drop-curb access. This work is scheduled for the summer of 2016.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the access ramp to insure compliance.

Priority 3 Actions: If public works finds that the access is out of compliance, ramp improvements will need to be scheduled.

15. Sunrise Park Parking Lot 506 SE Peterson Drive

Inventory: This lot is located within an older, central section of Ankeny. Sunrise Park has a number of amenities and is heavily used. The lot is PCC with curbs, and has 30 parking stalls. Two handicap stalls are provided, and one is van-accessible. However, handicap signs are not provided behind the stalls. There are two drop-curb



access ramps that connect the parking lot to the shelter, ball diamond, playgrounds and the trail system that borders the park. One of these ramps has the required truncated dome panels.

Priority 1 Actions: For the handicap stalls, R7-8 handicap signs will be installed. A “van-accessible” plaque will also be placed behind the appropriate stall. This work is scheduled for the summer of 2016.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the access ramps to insure compliance.

Priority 3 Actions: The east access ramp needs to be reconstructed so that the required truncated dome panels are provided. If public works finds that the west access is out of compliance, it will need to be reconstructed as well.

16. Sunset Park Parking Lot
1320 SW 3rd Street

Inventory: This lot is located within an older, central section of Ankeny, along SW 3rd Street. The lot is PCC with curbs, and has 14 parking stalls. This appears to be one of the older parking lots within our park system. One handicap stall is provided, in the southwest corner of the lot. It needs a larger adjacent turning space to qualify as van-accessible. Also, handicap signs are not provided behind the stalls. There is one drop-curb access ramp that connects the parking lot to the large shelter, ball diamond, and playground. The ramp does not have the required truncated dome panels.

Priority 1 Actions: For the handicap stall to be van-accessible, a larger turning area needs to be painted this summer. Also, an R7-8 handicap sign and a “van-accessible” plaque will be installed behind the stall. This work is also scheduled for the summer of 2016.

Priority 2 Actions: None contemplated at this time.

Priority 3 Actions: The access ramp needs to be reconstructed so that the required truncated dome panels are provided.



17. Westwinds Park Parking Lot
SW Irvinedale Drive and SW Woodbury Drive

Inventory: This small lot is fairly new and serves one of the busiest parks within the city. The lot holds 14 cars. One handicap stall is provided, next to the access ramp located in the northwest corner of the lot. The stall is located on the wrong side of the turning space... Also, handicap signs are not provided behind the stall. There is one drop-curb access ramp that connects the parking lot to the shelter, tennis courts, and playground. The ramp has the required truncated dome panels and appears to be fairly new and constructed correctly.

Priority 1 Actions: For the handicap stall to meet current standards, the existing symbol needs to be removed and a new symbol painted on the other side of the turning space. Also, an R7-8 handicap sign and a “van-accessible” plaque will be installed behind the stall. This work is also scheduled for the summer of 2016.

Priority 2 Actions: None contemplated at this time.

Priority 3 Actions: None contemplated at this time.



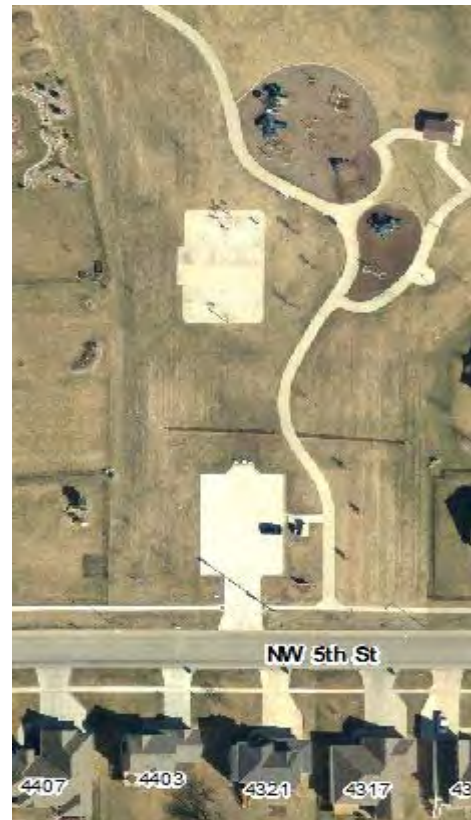
18. Watercrest Park Parking Lot
NW 5th Street and NW Jackson Street

Inventory: This 14-stall lot is located in the northwest section of Ankeny, a newer area of the city. The lot was constructed after the park was open to the public. It is less than 5 years old. The one required handicap stall in the lot appears to be fully in compliance, except for the handicap signs which are not in place.

Priority 1 Actions: For the handicap stall to meet current standards, an R7-8 handicap sign and a “van-accessible” plaque will be installed behind the stall. This work is scheduled for the summer of 2016.

Priority 2 Actions: None contemplated at this time.

Priority 3 Actions: None contemplated at this time.



19. Ankeny Dog Park Parking Lot
SW Ankeny Road and SW Twin Gates Drive

Inventory: This lot serves the popular Ankeny Dog Park. It contains 24 parking stalls. The lot is connected to a recreation trail that provides access to the fenced-in dog run area, as well as circumvents the perimeter of the park (Somersby Park). The lot contains one handicap stall that is van-accessible as required. The stall is adjacent to the drop-curb trail access point. This ramp does not have the required truncated dome panels.



Priority 1 Actions: For the handicap stall to meet current standards, an R7-8 handicap sign and a “van-accessible” plaque will be installed behind the stall. This work is scheduled for the summer of 2016.

Priority 2 Actions: The access ramp will need to be measured for compliance.

Priority 3 Actions: The access ramp needs to be reconstructed so that the required truncated dome panels are provided.

**20. Prairie Ridge Sports Complex
NE 18th Street Parking Lot**

Inventory: This lot is located within the Prairie Ridge Sports Facility. The lot is one of Ankeny's largest, as it contains 670 parking stalls. Of these stalls, two are van-accessible handicap stalls and 12 are regular handicap stalls. These special stalls are equally divided into two groupings, one near the southwest access point and one at the east access point. The sports complex has many league-quality baseball and softball diamonds, as well as a number of soccer and football fields. There are 15 ball diamonds near this lot, which gets used extensively throughout the warm weather months. Of the 14 handicap stalls, 4 of them do not have the required R7-8 handicap sign nearby. The two van-accessible stalls are of the correct dimensions and are located adjacent to the drop-curb access ramps as needed. Not all of the eight access ramps on this lot have the required truncated dome panels.

Priority 1 Actions: For the four handicap stalls, R7-8 handicap signs will be installed. This work is scheduled for the summer of 2016.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the eight access ramps to insure compliance.

Priority 3 Actions: The ramps that do not have the truncated dome panels or are otherwise out of compliance need to be reconstructed so that the required truncated dome panels are provided. If public works finds that the west access is out of compliance, it will need to be reconstructed as well.



**21. Prairie Ridge Sports Complex
NE Ash Drive Parking Lot**



Inventory: This lot is located within the Prairie Ridge Sports Facility. The lot is one of Ankeny's largest, as it contains 603 parking stalls. Of these stalls, 2 are van-accessible handicap stalls and 12 are regular handicap stalls. This meets the ADA requirements, which calls for 2 van-accessible stalls and 11 handicap stalls. 7 of these stalls are adjacent to the north trail connection, and the other 7 are adjacent to the southeast trail connection that leads to the quad building and ball diamonds located south of the parking lot. The sports complex has many league-quality baseball and softball diamonds, as well as a number of soccer and football fields. There are 6 ball diamonds and 9 soccer/football fields near this lot. Of the 14 handicap stalls, 7 of them do not have the required R7-8 handicap sign nearby. The two van-accessible stalls are of the correct dimensions and are located adjacent to the drop-curb access ramps as needed. There are 6 access ramps connected to this lot. Not all of these ramps have the required truncated dome panels.

Priority 1 Actions: For the 7 handicap stalls, R7-8 handicap signs will be installed. This work is scheduled for the summer of 2016.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the 6 access ramps to insure compliance.

Priority 3 Actions: The ramps that do not have the truncated dome panels or are otherwise out of compliance need to be reconstructed so that the required truncated dome panels are provided.

6E. Buildings / Facilities

The City of Ankeny occupies the following list of municipal buildings. The majority of these facilities are owned by the City, but some buildings are currently leased. The City recently completed a study of the buildings that are occupied by city office staff and other officials. The results of this study, known as the Facilities Needs Study, show the need for expanded office facilities, and the need for a much larger city library. The city council has approved of this plan, and city management is initiating plans to finance, design and construct a new civic building (library and city council chambers), remodel the exiting city library into office space, and remodel the city hall council chambers into new offices. These building improvements will be completed in the upcoming 3-4 years.

Given the fluid situation that currently exists with Ankeny's civic buildings, a full in-depth study of the handicap accessibility of the civic buildings it is not viewed as feasible as part of this initial ADA Transition Plan. Instead, the efforts of the city have been focused on providing accessibility into the buildings that the City currently occupies. When the planned civic facilities are completed, many of the current civic buildings will be vacated, replaces or repurposed. All new construction and remodeling of buildings will be completed in compliance with ADA Title II Regulations.

This document is regarded as a first step in the City of Ankeny's efforts to achieve ADA compliance, and it is recognized that our civic buildings should be compliant and carry the same priority as our other facilities. It is the intent to have this plan be an active document that will be periodically updated. The next update will need to include a full review of our civic buildings, both on the interior and exterior. It is anticipated that this work will need to be completed by an architectural firm that is well-versed in ADA compliance. For the scope of this plan, a survey has been completed of the exteriors of our civic buildings, in order to check the accessibility for patrons from the parking lot or sidewalk into the public access point for each building. More emphasis has been placed on the buildings that regularly accommodate the public. For each building, deficiencies are noted, along with scheduling information for improvements to bring the deficiencies into proper compliance. A list of the civic buildings is as follows, with survey details of each building included on the following pages:

<u>PAGE</u>	<u>BUILDING</u>
42	City Hall / Wagner Park
43	Ash Drive Water Tower / Lot Access
44	Kirkendall Public Library
45	Public Services Building
46	Former Ankeny Police Station
47	Ankeny Art Center
48	Lakeside Center
49	Outdoor Education Center
50	Otter Creek Golf Course / Pinnacle Club
51	Ankeny Police Station
52	Ankeny Fire Station No. 1
53	Ankeny Fire Station No. 2
54	Ankeny Market Pavilion (AMP) Facility

**City Hall / Wagner Park
410 West First Street**



Inventory: There is one municipal parking lot that serves two city facilities: City Hall on the east and Wagner Park on the west. Wagner Park is a small open-space park that contains the Ankeny Band Shell.

The east side of this lot provides access to City Hall via two drop-curb access ramps, one directly in line with the front entrance to the building, and one located to the south of the entrance. Neither of these ramps have truncated dome panels. Adjacent to the south access is 4 handicap stalls, where only two are required. Each of these has a “van-accessible” sign behind it, but only 2 of them is adjacent to the required 96” wide turning space to qualify as van-accessible. Access to City Hall from the parking lot is via a standard sidewalk. The front doors to the building have electric push-button door openers and handicap signing. These openers are in good working order.

The west side of this lot, which serves the band shell, has 2 handicap stalls, where only one is required. Both of these are van-accessible.

Priority 1 Actions: On the 4 handicap stalls that serve City Hall (east side), the south 2 stalls are not van-accessible. The R7-8 handicap signs should be removed and replaced with signs that do not contain the “van-accessible” designation. This work is scheduled for the summer of 2016.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the 5 drop-curb access ramps within the parking lot to insure compliance.

Priority 3 Actions: The ramps that do not have the truncated dome panels or are out of compliance and will need to be reconstructed so that the required truncated dome panels are provided.

Ash Drive Water Tower Park / Trail Access West First Street

Inventory: This public parking lot is next to the West First Street Water Tower, but is not used for that facility. Instead, this lot serves as a trailhead for the High Trestle Trail, which is a regional recreation trail that serves many trail users daily. The lot also functions as a commuter parking lot, by patrons of the DART bus service that runs between Ankeny and Des Moines daily. The bus stop kiosk is located on the south side of this parking lot.

The lot contains 85 parking stalls. The lot has 1 van-accessible parking stall and 3 standard handicap stalls, which is per the requirements. There are no handicap signs behind the stalls, however. This lot has 3 drop-curb access ramps, none of which have truncated dome panels as required.

Priority 1 Actions: For the 4 handicap stalls, R7-8 handicap signs need to be installed. One of these also needs to have the “van-accessible” designation. This work is scheduled for the summer of 2016.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the 2 drop-curb access ramps within the parking lot to insure compliance.

Priority 3 Actions: The ramps do not have truncated dome panels and are out of compliance. These will need to be reconstructed to include the panels, and to also bring the ramps within compliance in regard to grades and dimensions if also needed.



Kirkendall Public Library
1210 NE Prairie Ridge Drive

Inventory: The Kirkendall Public Library is one of the civic buildings that is included in the Ankeny Facility Needs Study. According to the plan that was formulated and approved, a new civic building will be built at a different location, and this library will move to that facility. The Kirkendall Library will then be completely remodeled into office space for city department employees. The schedule for this relocation is planned for 2018 and 2019.

The parking lot that serves this building is deteriorated and is in poor condition. A complete reconstruction of this lot is planned with the building remodel. The lot has 4 handicap stalls that are adjacent to the front, main entrance into the library. One of these stalls is van-accessible. This is in compliance, as a minimum of 3 stalls are required. However, only 2 of the stalls have the required handicap signs, and those signs are in very poor condition.



There is a small drop-curb access ramp that serves the four handicap stalls. This ramp has truncated dome panels and appears to be at the correct dimensions and grades, but this will need to be verified.

The path from the parking lot into the building is a concrete sidewalk. A drop-curb access ramp is provided at the parking lot edge. This large, semi-circular ramp does not have truncated dome panels, and the ramp will need to be measured for compliance. The path from the access ramp into the library is a wide concrete sidewalk that meets the dimension requirements, but this walkway is deteriorated and is in poor condition.

The public entrance into the library has two sets of double doors. These doors include electric door openers, but no handicap signing designating the door openers is provided.

Priority 1 Actions: For the 4 handicap stalls, R7-8 handicap signs need to be installed. One of these also needs to have the “van-accessible” designation. This work is scheduled for the summer of 2016.

Priority 2 Actions: No further action is planned at this time, pending the remodeling of this building in the near future. Any infrastructure improvements would be feasibly impractical given the short term that they would be in place. If the planned remodeling of the building were to be delayed, then a more in-depth survey and scheduling of improvements would be recommended.

**Public Services Building
220 West First Street**

Inventory: The Public Services Building houses the Engineering staff, the Parks and Recreation staff, and the Planning and Building staff. This building is a leased facility. It is one of the civic buildings that is included in the Ankeny Facility Needs Study. According to the plan that was formulated and approved, this building will be vacated by the city in 2019. Until that time, this building is busy on a daily basis and is subject to extensive walk-in public traffic. It has one public entrance, which is located in the middle of the east wall of the structure.

The parking lot contains 89 parking stalls, 2 of which are van-accessible handicap stalls. These stalls are located adjacent to the public entrance. They are of the correct dimensions and have the required handicap signs behind each stall. However, according to ADA requirements, this lot should have at least three handicap stalls.



The public entrance is entered from the parking lot by traversing a large semi-circular depressed curb ramp. This ramp does not have the required truncated dome panels. There are two additional depressed curb access ramps on the front of the building, and these are also missing the required truncated dome panels.

The main entrance has two sets of double doors. These doors to the building have electric push-button door openers and the associated handicap signing. These openers are in good working order.

Priority Actions: A 3rd handicap stall will be installed as a Priority 1 improvement. This will be completed during the summer of 2016. No further action is planned at this time, pending the vacating of this building in the near future. If the planned abandonment of the building were to be delayed, then a more in-depth survey and scheduling of improvements would be recommended.

**Former Ankeny Police Station
211 SW Walnut Street**

Inventory: The former police station is located within the Ankeny central business district. It was formerly the public library, city hall and most recently the police station. At this time, the building is being leased to the Ankeny Community School District, for use as office space for their support staff.

This building may be affected by the City of Ankeny's planned facility changes. The school district may continue to occupy this building, or they may move out of the building as soon as some time in 2016. One of the viable options for the city would be to sell this building if the school district were to vacate it.

The parking lot for this building contains 44 stalls. Of these, 2 are handicap stalls that are located next to the walkway for the main entrance into the building. 1 of these is van-accessible. The stalls are marked correctly, but there are no handicap signs.

There is a depressed curb access ramp that is in line with the main entrance to the building, which is also adjacent to the two handicap stalls. This ramp does not have the required truncated dome panels, and does not appear to be of the correct grades to meeting current requirements. It is also deteriorated and in poor condition. The walkway from the ramp to the front doors is also in poor condition, and could present a tripping hazard.

Priority 1 Actions: For the 2 handicap stalls, R7-8 handicap signs need to be installed. One of these also needs to have the "van-accessible" designation. This work is scheduled for the summer of 2016.

Priority 2 Actions: No further action is planned at this time, pending the disposition of this building. When the uncertain status of the building changes, the drop curb sidewalk ramps will need to be measured, and reconstruction of these ramps should then be scheduled.



**Ankeny Art Center
1520 SW Ordinance Road**

Inventory: This building is a former bank / credit union that was acquired by the City of Ankeny many years ago. It then functioned as the city public works department until it was leased to the Ankeny Art Center about 12 years ago. The asphalt parking lot was resurfaced in 2008. The east entrance into the building was reconstructed as well, including a new sidewalk and ramp into the building.

The lot has 28 stalls. There is 1 van-accessible handicap stall and 2 standard handicap stalls. Only 1 of these is required for the size of the lot. There are handicap signs behind the stalls, but not a van-accessible plaque on that stall.

The building has two public accesses. The north access includes a set of steps between the parking lot and the building entrance. This is not handicap-accessible. The east entrance is at-grade with the parking lot, and includes a newer sidewalk between the parking lot and the building. There is an access ramp that includes truncated dome panels at the interface between the lot and the sidewalk. However, these panels are not configured correctly in relation to the adjacent handicap stalls.



The east entrance is marked as handicap-accessible, but the door does not have an electric opener.

Priority 1 Actions: Install the 1 missing “van-accessible” plaque. This work is scheduled for the summer of 2016.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the drop-curb access ramps within the parking lot to insure compliance. At least one of the truncated dome panels should be removed as it is located adjacent to the one of the handicap stalls.

Priority 3 Actions: The door for the east entrance needs to be retrofitted with an electric opener.

Lakeside Center
400 NW Lakeshore Drive

Inventory: The Lakeside Center is a rental facility that is utilized by the public on a regular basis. Congregate meals are served here. The lot, which has 73 parking stalls, is at-grade with the building (no curbs). It is laid out in a long, narrow configuration with the building situated in the middle of the lot as shown.

There are 4 handicap stalls situated directly in front of the main entrance into the building. 1 of these is a van-accessible stall, but it is missing the required plaque. This is 1 more stall than is required given the size of the lot.

The entrance into the building is level so that the path from the handicap stalls does not require a sidewalk ramp. However, there are no truncated dome panels where the walkway matches up to the parking lot. The doors into the building are not equipped with an electric opener.

Priority 1 Actions: Install the 1 missing “van-accessible” plaque. This work is scheduled for the summer of 2016. The other 3 stalls are painted and signed correctly.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the walkway and ramp areas to the parking lot to insure compliance.

Priority 3 Actions: The truncated dome panels that are missing from the ramp area in front of the main doors will need to be programmed for installation, along with an electric door opening device.



Outdoor Education Center
610 NE 36th Street

Inventory: The Outdoor Education Center is an older wood-frame building that is used as a rental facility and classroom setting by the Ankeny Parks and Recreation Department. It is rented to small groups on a regular basis. The building is served by a small asphalt parking lot that contains 29 parking stalls.

There are two handicap stalls that are adjacent to the walkway into the building. Neither of these is of the correct dimensions to be van-accessible. Also, there are no handicap signs located behind the stalls.

The walkway into the building has a drop-curb access ramp that contains the required truncated dome panels.

The door into the building does not have an electric door opening mechanism.

Priority 1 Actions: Install the 2 missing R7-8 handicap signs and 1 “van-accessible” plaque. Also, the stalls and turning spaces need to be repainted so that the correct stall dimensions are provided. This work is scheduled for the summer of 2016.

Priority 2 Actions: Public works needs to measure the dimensions and grades of the drop-curb access ramp to insure compliance.

Priority 3 Actions: The public entrance door needs to be reconfigured to provide an electric opening mechanism.



Otter Creek Golf Course / Pinnacle Club
4100 NE Otter Creek Drive

Inventory: The Pinnacle Club is the clubhouse for the Otter Creek Golf Course, which is owned and managed by the City of Ankeny. The golf course is located on the northeast side of the city.

The clubhouse was constructed in 2010, so the handicap facilities are generally modern and within standards. The parking lot contains 246 parking stalls. This quantity requires 6 standard handicap stalls and 1 van-accessible handicap stall. The lot has these 7 stalls, located along the west side of the lot, just to the south of the main entrance into the Pinnacle Club. Each of these stalls has the correct dimensions and has the required handicap signs in place.

There are 4 drop-curb access ramps spaced along the front of the building. Each of these ramps have the required truncated dome panels in place.

There are two main doors for the building, one for the meeting room / reception area, the other for the pro shop. Both of these doors have the required electric door openers and associated signs.

Priority 1 Actions: No actions needed at this time.

Priority 2 Actions: No actions needed at this time.

Priority 3 Actions: Even though the 4 drop-curb access ramps were constructed recently, public works should measure the dimensions and grades of the 4 ramps to insure compliance.



**Ankeny Police Station
411 SW Ordinance Road**

Inventory: The Ankeny Police Station is the city's newest facility. The building was constructed in 2012. The parking lot for the public is located in front of the building (as shown to the right), with a smaller parking lot for employees provided in the back (as shown below). The building also provides a ramped driveway and underground parking of squad cars and other city vehicles.

The two public parking lots contain 115 stalls. This quantity of stalls requires that 4 standard handicap stalls and 1 van-accessible handicap stall be provided. The lot has 6 standard stalls and 2 van-accessible stalls, so this requirement is exceeded. The 8 stalls have the required pavement markings, dimensions and signs in place.

The front public entrance to the police station is elevated above the parking lot level. The public must utilize a set of steps to enter the front of the building. For handicap accommodation, a ramp set at a 5% grade is provided between the parking lot level and the front doors to the building. The doors have the required electric automatic openers with associated signs in place. These openers function satisfactorily.

There are 3 drop-curb access ramps that connect the parking lot to the building walk ways. These are fairly new, have the required truncated dome panels, and appear to have been constructed to current requirements.

Priority 1 Actions: No actions needed at this time.

Priority 2 Actions: No actions needed at this time.

Priority 3 Actions: Even though the 3 drop-curb access ramps were constructed recently, public works should measure the dimensions and grades of the ramps to verify compliance.



Ankeny Fire Station #1
120 NW Ash Drive

Inventory: Fire Station No. 1 is located near the geographic center of Ankeny. It is our original station and still functions as our main (largest) fire station. The building includes a small museum and a training room, so the public utilizes this facility, though not on a regular basis. There are two parking lots serving the station. The east lot is adjacent to the public entrances into the station, and is used exclusively by the public. The west lot serves as the employee entrance, and is signed to prohibit public access.

The two lots contain a total of 45 parking stalls. This quantity requires one standard handicap stall and one van-accessible handicap stall. These 2 stalls are correctly located within the east lot, including pavement markings, dimensions and signs.

There are 2 drop-curb access ramps in the east lot. The north ramp does not have truncated dome panels. The south ramp is adjacent to the handicap stalls. This ramp does have the required truncated dome panels and appears to be of the correct dimensions and slopes. The west lot is at-grade with the entrances into the station. There are truncated dome panels provided at the back entrance into the station.

The east entrance to the fire station consists of two sets of double doors that have the required electric door openers. There are no associated signs for the openers, and they are difficult to see. The openers function properly.

Priority 1 Actions: No actions needed at this time.

Priority 2 Actions: The north drop-curb access ramp in the east lot needs to be reconstructed so that the required truncated dome panels are provided.

Priority 3 Actions: No actions needed at this time.



Ankeny Fire Station #2
665 SE Ordance Road

Inventory: Fire Station No. 2 is located on the south side of Ankeny. This station was constructed in 2009. Unlike Fire Station No. 1, there is not public programming or public events held in this station. The layout is efficient and aimed at employee use only. There are 4 parking stalls in front of the station, adjacent to the main entrance. There are an additional 12 stalls for employees in the back of the station. The back lot serves as the employee entrance, and is signed to prohibit public access. Of the 4 front stalls, 1 is a van-accessible handicap stall, as required. The markings, dimensions and signing for this stall are current and meet the requirements.

The drop-curb access ramp for the front entrance into the station has the required truncated dome panels and appears to be of the correct dimensions and grades.

The front doors to the station are adjacent to the curb ramp and handicap stall. The doors are equipped with the required electric openers, and they operate properly.

Priority 1 Actions: No actions needed at this time.

Priority 2 Actions: No actions needed at this time.

Priority 3 Actions: Even though the drop-curb access ramp appears to be properly constructed, public works should measure the dimensions and grades of the ramp to insure compliance.



Ankeny Market and Pavilion

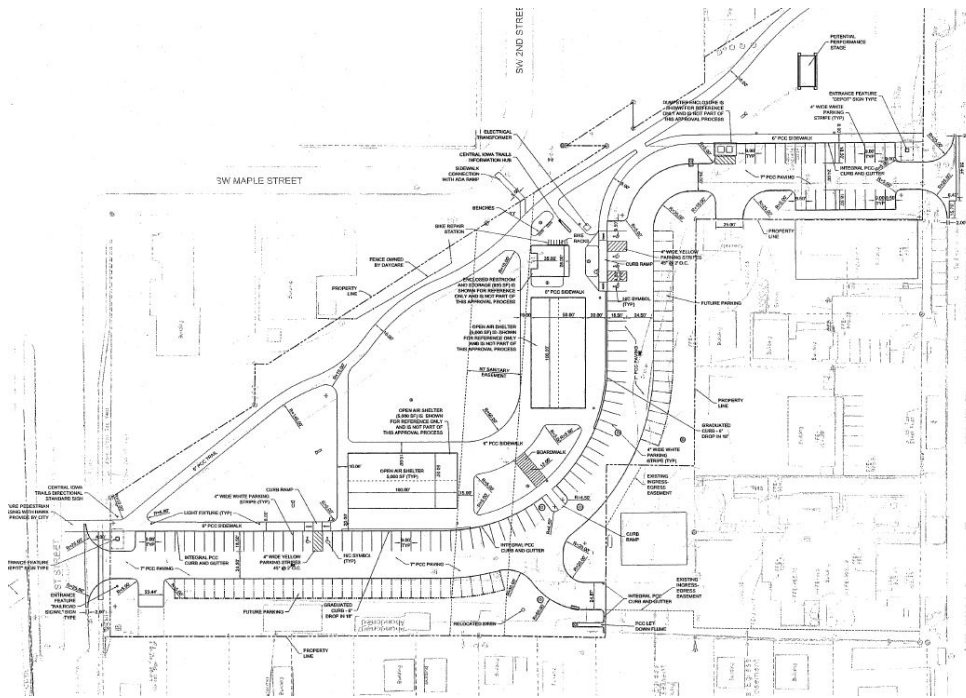
Inventory: The Ankeny Market and Pavilion (AMP) is currently under construction. The first phase of the project will be completed and open to the public by the late spring of 2016. This facility will consist of two open-sided pavilion structures, a public bathroom, parking lot and associated improvements. Upon completion, AMP will serve two main functions: It will accommodate the Ankeny Farmer's Market during warm weather Saturday mornings, and it will serve as a trailhead for the adjacent High Trestle Trail. The facility will also be available for citizen rentals for receptions and other events.

The AMP parking lot will contain 93 stalls. 6 of these will be van accessible handicap stalls, which is more than the required number of handicap stalls. The plans for this project include the appropriate signing and pavement markings for these stalls. The 6 handicap stalls are adjacent to three drop-curb access ramps. Per the plans, these ramps will have the necessary truncated dome panels and will be constructed to the proper grades and elevations.

Priority 1 Actions: Even though the drop-curb access ramps appear to be properly constructed, the project inspectors should measure the dimensions and grades of the ramps to insure compliance.

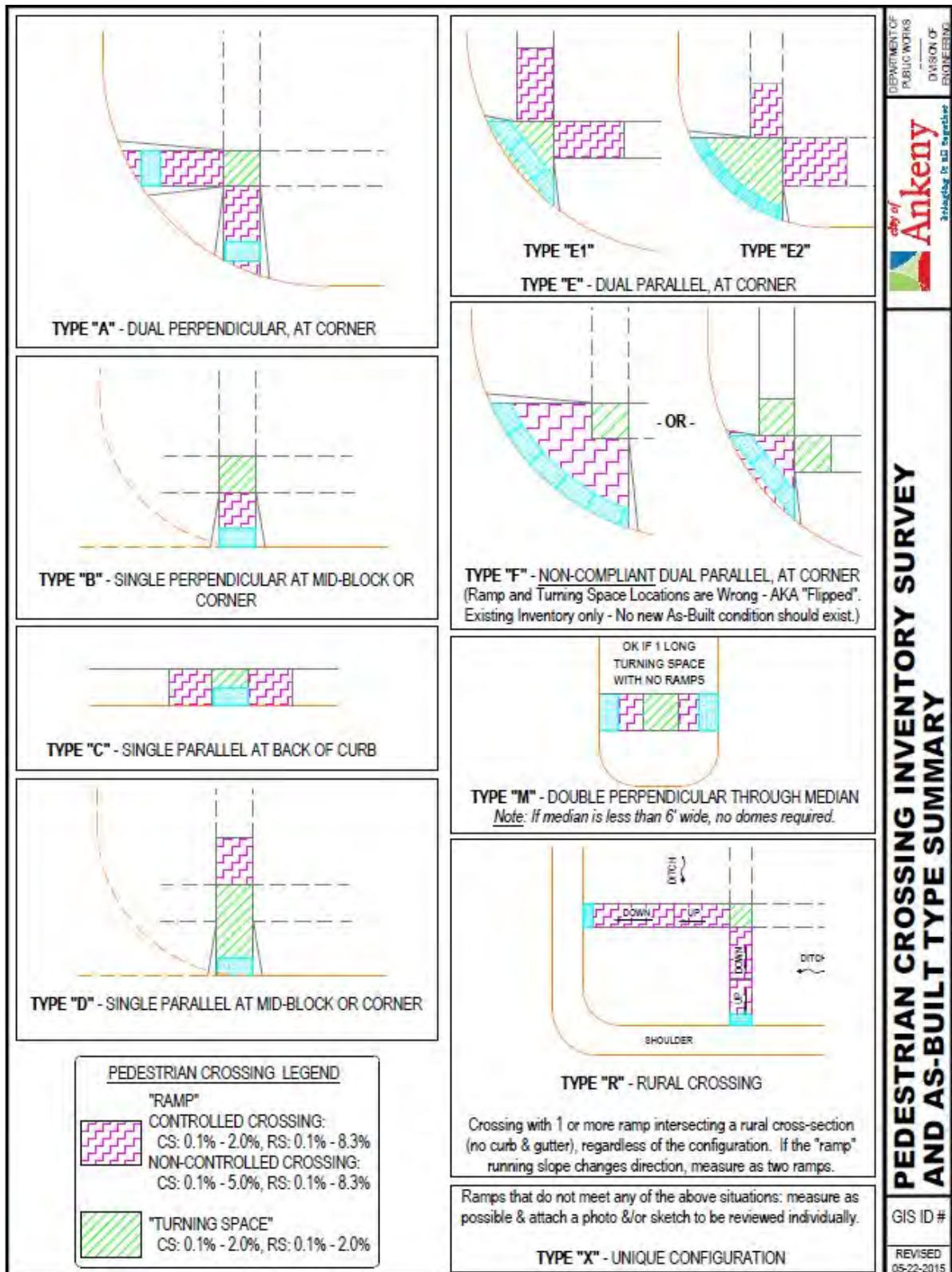
Priority 2 Actions: No actions needed at this time.

Priority 3 Actions: No actions needed at this time.



APPENDIX A.

Ankeny Ramp Standards



Project Name: _____ Project No.: _____ As-Built By: _____ Date: _____	Project Type: <u>CIP / Developer / Other / Unknown</u> Crossing Status: <u>Compliant / Non-Compliant /</u> <u>Non-Compliant with Justification / TBD</u> <i>(If Justification exists, attach details)</i>	Construction Yr: _____ Applicable Std Yr: _____
---	--	--

PEDESTRIAN RAMP LEGEND

"RAMP"

Controlled Crossing:
CS: 0.1% - 2.0%, RS: 0.1% - 8.3%

Non-controlled Crossing:
CS: 0.1% - 5.0%, RS: 0.1% - 8.3%

"TURNING SPACE"

CS: 0.1% - 2.0%, RS: 0.1% - 2.0%

COMMENTS: _____

STREET NAME

RIGHT RAMP¹ A Right Ramp Crossing Control = <u>Stop / Yield / Signal / None</u> RRCa = Right Ramp Cross Slope² (%) = _____ RRCa Width (FT) = _____ RSS = Right Special Shaping Length³ (FT) = _____ RR_STREET Running Slope² (%) = _____ RRRa1 = Right Ramp1 Running Slope (%) = _____ RRRa2 = Right Ramp2 Running Slope (%) = _____ Does it have a Receiving Ramp? <u>Yes / No</u> Does a Trip Hazard Exist? <u>Yes / No</u> TRUNCATED DOMES Are Truncated Domes at the BOC? <u>Yes / No</u> Are Truncated Domes across Full Width? <u>Yes / No</u> Are Truncated Domes Compliant? <u>Yes / No</u> Dome Color per City Supplemental Specs? <u>Yes / No</u>	TURNING SPACE DETAILS Does a Trip Hazard Exist? <u>Yes / No</u> TS1 = Left Ramp Edge (%) = _____ TS1 Width (FT) = _____ TS2 = Right Ramp Edge (%) = _____ TS2 Width (FT) = _____ TS3 = Right Tie-In Edge (%) = _____ TS3 Width (FT) = _____ TS4 = Left Tie-In Edge (%) = _____ TS4 Width (FT) = _____ NOTES: - When only a single crossing, consider the ramp a "Right Ramp". - For Mid-block crossings, RRC Cross Slope can match the RR_Street Running Slope when there is no crossing control or the crossing is signalized. If a situation like this exists where RRC is > 5%, explain in the comments. - RSS (Right Ramp Special Shaping Length) would equal zero unless on a radius. When along a radius, RSS is the maximum distance from the front of truncated domes to the back of curb.
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PEDESTRIAN CROSSING AS-BUILT RECORD - TYPE 'B'

SINGLE PERPENDICULAR AT MID-BLOCK OR CORNER (URBAN)

GIS ID # _____

REV 05-2015

Project Name: _____	Project Type: CIP / Developer / Other / Unknown	Construction Yr: _____	 SHOW NORTH
Project No.: _____	Crossing Status: Compliant / Non-Compliant / Non-Compliant with Justification / TBD	Applicable Std Yr: _____	
As-Built By: _____ Date: _____	(If Justification exists, attach details)		

PEDESTRIAN RAMP LEGEND

"RAMP"

Controlled Crossing:
CS: 0.1% - 2.0%, RS: 0.1% - 8.3%

Non-Controlled Crossing:
CS: 0.1% - 5.0%, RS: 0.1% - 8.3%

"TURNING SPACE"

CS: 0.1% - 2.0%, RS: 0.1% - 2.0%

LOOKING THIS WAY

STREET NAME _____

LEFT RAMP A

LRCa = Left Ramp Cross Slope (%) = _____

LRCa Width (FT) = _____

LRRa1 = Left Ramp1 Running Slope (%) = _____

LRRa2 = Left Ramp2 Running Slope (%) = _____

Does a Trip Hazard Exist? Yes / No

RIGHT RAMP A

RRCa = Right Ramp Cross Slope (%) = _____

RRCa Width (FT) = _____

RRRa1 = Right Ramp1 Running Slope (%) = _____

RRRa2 = Right Ramp2 Running Slope (%) = _____

Does a Trip Hazard Exist? Yes / No

TRUNCATED DOMES

Are Truncated Domes at the BOC? Yes / No

Are Truncated Domes across Full Width? Yes / No

Are Truncated Domes Compliant? Yes / No

Dome Color per City Supplemental Specs? Yes / No

NOTES:

- Crossing control does not change anything for this type of crossing. Even when it is a mid-block crossing, the bottom cross-slope must be < 2% since it also acts as the turning space. It is not allowed to go up to 5% like a perpendicular ramp would be able to.
- SSL (Special Shaping Length) would equal zero unless on a radius. When along a radius, SSL is the maximum distance from the front of truncated domes to the back of curb.

COMMENTS:

TURNING SPACE DETAILS

Does a Trip Hazard Exist? Yes / No

TS1 = Left Ramp Edge Slope (%) = _____

TS1 Width (FT) = _____

TS2 = Right Ramp Edge Slope (%) = _____

TS2 Width (FT) = _____

TS3 = Right Tie-In Edge Slope (%) = _____

TS3 Width (FT) = _____

TS4 = Left Tie-In Edge Slope (%) = _____

TS4 Width (FT) = _____

Crossing Control¹ = Stop / Yield /
Signal / None

Does it have a Receiving Ramp? Yes / No

SSL = Special Shaping Length² (FT) = _____

PEDESTRIAN CROSSING AS-BUILT RECORD - TYPE 'C'

DUAL PARALLEL AT BACK OF CURB (URBAN)

GIS ID # _____

REV 05-2015

Project Name: _____	Project Type: <u>CIP / Developer / Other / Unknown</u>	Construction Yr: _____	 SHOW NORTH
Project No.: _____	Crossing Status: <u>Compliant / Non-Compliant /</u>	Applicable Std Yr: _____	
As-Built By: _____ Date: _____	<u>Non-Compliant with Justification / TBD</u> <i>(If Justification exists, attach details)</i>		

PEDESTRIAN RAMP LEGEND

"RAMP"

Controlled Crossing:
CS: 0.1% - 2.0%, RS: 0.1% - 8.3%

Non-Controlled Crossing:
CS: 0.1% - 5.0%, RS: 0.1% - 8.3%

"TURNING SPACE"

CS: 0.1% - 2.0%, RS: 0.1% - 2.0%

Comments: _____

RIGHT RAMP¹ A RRCa = Right Ramp Cross Slope (%) = _____ RRCa Width (FT) = _____ RRRa1 = Right Ramp1 Running Slope (%) = _____ RRRa2 = Right Ramp2 Running Slope (%) = _____ Does a Trip Hazard Exist? <u>Yes / No</u> TRUNCATED DOMES Are Truncated Domes at the BOC? <u>Yes / No</u> Are Truncated Domes across Full Width? <u>Yes / No</u> Are Truncated Domes Compliant? <u>Yes / No</u> Dome Color per City Supplemental Specs? <u>Yes / No</u> NOTES: - When only a single crossing, consider the ramp a "Right Ramp". - Crossing control does not change anything for this type of crossing. Even when it is a mid-block crossing, the bottom cross-slope must be < 2% since it also acts as the turning space. It is not allowed to go up to 5% like a perpendicular ramp would be able to. - SSL (Special Shaping Length) would equal zero unless on a radius. When along a radius, SSL is the maximum distance from the front of truncated domes to the back of curb.	TURNING SPACE DETAILS Does a Trip Hazard Exist? <u>Yes / No</u> TS1 = Left Ramp Edge Slope (%) = _____ TS1 Width (FT) = _____ TS2 = Right Ramp Edge Slope (%) = _____ TS2 Width (FT) = _____ TS3 = Right Tie-In Edge Slope (%) = _____ TS3 Width (FT) = _____ TS4 = Left Tie-In Edge Slope (%) = _____ TS4 Width (FT) = _____ Crossing Control² = <u>Stop / Yield /</u> <u>Signal / None</u> Does it have a Receiving Ramp? <u>Yes / No</u> SSL = Special Shaping Length³ (FT) = _____
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GIS ID # _____

REV 05-2015

PEDESTRIAN CROSSING AS-BUILT RECORD - TYPE 'D'
 SINGLE PARALLEL AT MID-BLOCK OR CORNER (URBAN)

Project Name: _____
 Project No.: _____
 As-Built By: _____ Date: _____

Project Type: CIP / Developer / Other / Unknown
 Crossing Status: Compliant / Non-Compliant /
 Non-Compliant with Justification / TBD
 (If Justification exists, attach details)

Construction Yr: _____
 Applicable Std Yr: _____

PEDESTRIAN RAMP LEGEND

"RAMP"

Controlled Crossing:
CS: 0.1% - 2.0%, RS: 0.1% - 8.3%

Non-Controlled Crossing:
CS: 0.1% - 5.0%, RS: 0.1% - 8.3%

"TURNING SPACE"
CS: 0.1% - 2.0%, RS: 0.1% - 2.0%

Comments: _____

LEFT RAMP A

LRCa = Left Ramp Cross Slope (%) = _____

LRCa Width (FT) = _____

LRRa1 = Left Ramp1 Running Slope (%) = _____

LRRa2 = Left Ramp2 Running Slope (%) = _____

Does a Trip Hazard Exist? Yes / No

RIGHT RAMP A

RRCa = Right Ramp Cross Slope (%) = _____

RRCa Width (FT) = _____

RRRa1 = Right Ramp1 Running Slope (%) = _____

RRRa2 = Right Ramp2 Running Slope (%) = _____

Does a Trip Hazard Exist? Yes / No

TRUNCATED DOMES

Are Truncated Domes at the BOC? Yes / No

Are Truncated Domes across Full Width? Yes / No

Are Truncated Domes Compliant? Yes / No

Dome Color per City Supplemental Specs? Yes / No

TURNING SPACE DETAILS

Does a Trip Hazard Exist? Yes / No

TS1 = Left Crossing Edge Slope³ (%) = _____

TS1 Width (FT) = _____

TS2 = Left Tie-In Edge Slope (%) = _____

TS2 Width (FT) = _____

TS3 = Left Ramp Edge Slope (%) = _____

TS3 Width (FT) = _____

TS4 = Right Ramp Edge Slope (%) = _____

TS4 Width (FT) = _____

TS5 = Right Tie-In Edge Slope (%) = _____

TS5 Width (FT) = _____

TS6 = Rt Crossing Edge Slope³ (%) = _____

TS6 Width (FT) = _____

Crossing Control¹ = Stop / Yield /
Signal / None

Does it have a Receiving Ramp? Yes / No

SSL = Special Shaping Length² (FT) = _____

NOTES:

- Crossing control does not change anything for this type of crossing. Even when it is a mid-block crossing, the bottom cross-slope must be < 2% since it also acts as the turning space. It is not allowed to go up to 5% like a perpendicular ramp would be able to.
- SSL (Special Shaping Length) is the maximum distance from the front of truncated domes to the back of curb if not radial dome panels.
- TS1 & TS6 measured from front of domes to edge of ramp, perpendicular to the pedestrian route (AKA cross-slope of crossing, not dome direction).

Project Name: _____ Project Type: CIP / Developer / Other / Unknown Construction Yr: _____

Project No.: _____ Crossing Status: Compliant / Non-Compliant / Applicable Std Yr: _____
Non-Compliant with Justification / TBD
(If Justification exists, attach details)

As-Built By: _____ Date: _____

DEPARTMENT OF PUBLIC WORKS
DIVISION OF ENGINEERING

Ankeny
Building it all together

PEDESTRIAN RAMP LEGEND

"RAMP"

Controlled Crossing:
CS: 0.1% - 2.0%, RS: 0.1% - 8.3%

Non-Controlled Crossing:
CS: 0.1% - 5.0%, RS: 0.1% - 8.3%

"TURNING SPACE"
CS: 0.1% - 2.0%, RS: 0.1% - 2.0%

Comments: _____

LEFT RAMP A

LRCa = Left Ramp Cross Slope (%) = _____

LRCa Width (FT) = _____

LRRa1 = Left Ramp1 Running Slope (%) = _____

LRRa2 = Left Ramp2 Running Slope (%) = _____

Does a Trip Hazard Exist? Yes / No

RIGHT RAMP A

RRCa = Right Ramp Cross Slope (%) = _____

RRCa Width (FT) = _____

RRRa1 = Right Ramp1 Running Slope (%) = _____

RRRa2 = Right Ramp2 Running Slope (%) = _____

Does a Trip Hazard Exist? Yes / No

TRUNCATED DOMES

Are Truncated Domes at the BOC? Yes / No

Are Truncated Domes across Full Width? Yes / No

Are Truncated Domes Compliant? Yes / No

Dome Color per City Supplemental Specs? Yes / No

NOTES:

- Crossing control does not change anything for this type of crossing. Even when it is a mid-block crossing, the bottom cross-slope must be < 2% since it also acts as the turning space. It is not allowed to go up to 5% like a perpendicular ramp would be able to.
- SSL (Special Shaping Length) is the maximum distance from the front of truncated domes to the back of curb if not radial dome panels.
- TS1 & TS6 measured from front of domes to edge of ramp, perpendicular to the pedestrian route (AKA cross-slope of crossing, not dome direction).

TURNING SPACE DETAILS

Does a Trip Hazard Exist? Yes / No

TS1 = Left Crossing Edge Slope³ (%) = _____

TS1 Width (FT) = _____

TS2 = Left Tie-In Edge Slope (%) = _____

TS2 Width (FT) = _____

TS3 = Left Ramp Edge Slope (%) = _____

TS3 Width (FT) = _____

TS4 = Right Ramp Edge Slope (%) = _____

TS4 Width (FT) = _____

TS5 = Right Tie-In Edge Slope (%) = _____

TS5 Width (FT) = _____

TS6 = Rt Crossing Edge Slope³ (%) = _____

TS6 Width (FT) = _____

Crossing Control¹ = Stop / Yield /
Signal / None

Does it have a Receiving Ramp? Yes / No

SSL = Special Shaping Length² (FT) = _____

PEDESTRIAN CROSSING AS-BUILT RECORD - TYPE 'E2'

DUAL PARALLEL AT CORNER (URBAN)

GIS ID # _____

REVISED 05-22-2015

Project Name: _____	Project Type: <u>CIP / Developer / Other / Unknown</u>	Construction Yr: _____
Project No.: _____	Crossing Status: <u>Compliant / Non-Compliant /</u> <u>Non-Compliant with Justification / TBD</u> (If Justification exists, attach details)	Applicable Std Yr: _____
As-Built By: _____ Date: _____		

PEDESTRIAN RAMP LEGEND

"RAMP"
 Controlled Crossing: CS: 0.1% - 2.0%, RS: 0.1% - 8.3%
Non-Controlled Crossing: CS: 0.1% - 5.0%, RS: 0.1% - 8.3%

"TURNING SPACE"
 CS: 0.1% - 2.0%, RS: 0.1% - 2.0%

Diagram labels: LRRa2, TS3, RRRa2, LRRa1, TS1, RRRa1, LRCa, RRCa, LEFT RAMP, RIGHT RAMP, TS4, TS2, STREET NAME, LOOKING THIS WAY, SHOW NORTH.

LEFT RAMP A Left Ramp Crossing Control = <u>Stop / Yield / Signal / None</u> LRCa = Left Ramp Cross Slope (%) = _____ LRCa Width (FT) = _____ LSS = Left Special Shaping Length² (FT) = _____ LRRa1 = Left Ramp1 Running Slope (%) = _____ LRRa2 = Left Ramp2 Running Slope (%) = _____ Does it have a Receiving Ramp? <u>Yes / No</u> Does a Trip Hazard Exist? <u>Yes / No</u> RIGHT RAMP A Right Ramp Crossing Control = <u>Stop / Yield / Signal / None</u> RRCa = Right Ramp Cross Slope (%) = _____ RRCa Width (FT) = _____ RSS = Right Special Shaping Length² = _____ RRRa1 = Right Ramp1 Running Slope (%) = _____ RRRa2 = Right Ramp2 Running Slope (%) = _____ Does it have a Receiving Ramp? <u>Yes / No</u> Does a Trip Hazard Exist? <u>Yes / No</u> TRUNCATED DOMES Are Truncated Domes at the BOC? <u>Yes / No</u> Are Truncated Domes across Full Width? <u>Yes / No</u> Are Truncated Domes Compliant? <u>Yes / No</u> Dome Color per City Supplemental Specs? <u>Yes / No</u>	COMMENTS: _____ _____ _____ _____ _____ TURNING SPACE DETAILS Does a Trip Hazard Exist? <u>Yes / No</u> TS1 = Left Ramp Edge (%) = _____ TS1 Width (FT) = _____ TS2 = Right Ramp Edge (%) = _____ TS2 Width (FT) = _____ TS3 = Right Tie-In Edge (%) = _____ TS3 Width (FT) = _____ TS4 = Left Tie-In Edge (%) = _____ TS4 Width (FT) = _____ NOTES: - Domes are only required when the total width of the median (AKA total length of crossing) is larger than six feet (6'). When less than 6 feet, there should still be a turning space for the pedestrian route, but no "ramps" or truncated domes are required. - RSS (Right Ramp Special Shaping Length) and LSS (Left Ramp Special Shaping Length) should equal zero unless on a radius. When along a radius, RSS & LSS are the maximum distance from the front of truncated domes to the back of curb for the associated ramp. GIS is intended to track the larger of the two values.
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PEDESTRIAN CROSSING AS-BUILT RECORD - TYPE 'M' DOUBLE PERPENDICULAR THROUGH MEDIAN (URBAN)

City of Ankeny

DEPARTMENT OF PUBLIC WORKS
DIVISION OF ENGINEERING

GIS ID # _____

REV 05-2015

Project Name: _____
 Project No.: _____
 As-Built By: _____ Date: _____

Project Type: CIP / Developer / Other / Unknown
 Crossing Status: Compliant / Non-Compliant /
 Non-Compliant with Justification / TBD
 (If Justification exists, attach details)

Construction Yr: _____
 Applicable Std Yr: _____

PEDESTRIAN RAMP LEGEND

"RAMP"

Controlled Crossing:
CS: 0.1% - 2.0%, RS: 0.1% - 8.3%

Non-Controlled Crossing:
CS: 0.1% - 5.0%, RS: 0.1% - 8.3%

"TURNING SPACE"

CS: 0.1% - 2.0%, RS: 0.1% - 2.0%

Comments: _____

Note:

- This is a commonly observed rural crossing. Directions shown are just an example for up to 4 Ramps (2-Right & 2-Left). Modify other crossing types as needed in rural situations.
- RSS & LSS (Right & Left Ramp Special Shaping Length) are the maximum distance from the front of truncated domes to the edge of shoulder.

LOOKING THIS WAY

LEFT RAMP A

Left Ramp Crossing Control = Stop / Yield /
Signal / None

LRCa = Left Ramp Cross Slope (%) = _____

LRCa Width (FT) = _____

LSS = Left Special Shaping Length² (FT) = _____

LRRa1 = Left Ramp a1 Run Slope (%) = _____

LRRa2 = Left Ramp a2 Run Slope (%) = _____

Does it have a Receiving Ramp? Yes / No

Does a Trip Hazard Exist? Yes / No

LEFT RAMP B

LRCb = Left Ramp Cross Slope (%) = _____

LRCb Width (FT) = _____

LRRb1 = Left Ramp b1 Run Slope (%) = _____

LRRb2 = Left Ramp b2 Run Slope (%) = _____

TRUNCATED DOMES

Are Truncated Domes at the Edge of Shoulder? Yes / No

Are Truncated Domes across Full Width? Yes / No

Are Truncated Domes Compliant? Yes / No

Dome Color per City Supplemental Specs? Yes / No

RIGHT RAMP A

Right Ramp Crossing Control = Stop / Yield /
Signal / None

RRCa = Right Ramp Cross Slope (%) = _____

RRCa Width (FT) = _____

RSS = Right Special Shaping Length² (FT) = _____

RRRa1 = Right Ramp a1 Run Slope (%) = _____

RRRa2 = Right Ramp a2 Run Slope (%) = _____

Does it have a Receiving Ramp? Yes / No

Does a Trip Hazard Exist? Yes / No

RIGHT RAMP B

RRCb = Right Ramp Cross Slope (%) = _____

RRCb Width (FT) = _____

RRRb1 = Right Ramp b1 Run Slope (%) = _____

RRRb2 = Right Ramp b2 Run Slope (%) = _____

TURNING SPACE DETAILS

Does a Trip Hazard Exist? Yes / No

TS1 = Left Ramp Edge (%) = _____

TS1 Width (FT) = _____

TS2 = Right Ramp Edge (%) = _____

TS2 Width (FT) = _____

TS3 = Right Tie-In Edge (%) = _____

TS3 Width (FT) = _____

TS4 = Left Tie-In Edge (%) = _____

TS4 Width (FT) = _____

Project Name: _____ Project No.: _____ As-Built By: _____ Date: _____	Project Type: CIP / Developer / Other / Unknown Crossing Status: Compliant / Non-Compliant / Non-Compliant with Justification / TBD (If Justification exists, attach details)	Construction Yr: _____ Applicable Std Yr: _____ SHOW NORTH
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PEDESTRIAN RAMP LEGEND

"RAMP"

Controlled Crossing:
CS: 0.1% - 2.0%, RS: 0.1% - 8.3%

Non-Controlled Crossing:
CS: 0.1% - 5.0%, RS: 0.1% - 8.3%

"TURNING SPACE"

CS: 0.1% - 2.0%, RS: 0.1% - 2.0%

Comments: _____

STREET NAME

 LOOKING THIS WAY

STREET NAME
 RR STREET
 RUNNING SLOPE (%)

LEFT RAMP² A Left Ramp Crossing Control = Stop / Yield / Signal / None LRCa = Left Ramp Cross Slope (%) = _____ LRCa Width (FT) = _____ LSS = Left Special Shaping Length (FT) = _____ LRRa1 = Left Ramp1 Running Slope (%) = _____ LLRa2 = Left Ramp2 Running Slope (%) = _____ Does it have a Receiving Ramp? Yes / No Does a Trip Hazard Exist? Yes / No RIGHT RAMP^{1,2} A Right Ramp Crossing Control = Stop / Yield / Signal / None RRCa = Right Ramp Cross Slope (%) = _____ RRCa Width (FT) = _____ RSS = Right Special Shaping Length (FT) = _____ RRRa1 = Right Ramp1 Running Slope (%) = _____ RRRa2 = Right Ramp2 Running Slope (%) = _____ Does it have a Receiving Ramp? Yes / No Does a Trip Hazard Exist? Yes / No TRUNCATED DOMES Are Truncated Domes at the BOC? Yes / No Are Truncated Domes across Full Width? Yes / No Are Truncated Domes Compliant? Yes / No Dome Color per City Supplemental Specs? Yes / No	TURNING SPACE 1 DETAILS Does a Trip Hazard Exist? Yes / No TS1 = Left Ramp Edge (%) = _____ TS1 Width (FT) = _____ TS2 = Right Ramp Edge (%) = _____ TS2 Width (FT) = _____ TS3 = Right Tie-In Edge (%) = _____ TS3 Width (FT) = _____ TS4 = Left Tie-In Edge (%) = _____ TS4 Width (FT) = _____ TURNING SPACE 2 DETAILS TS5 = Left Ramp Edge (%) = _____ TS5 Width (FT) = _____ TS6 = Right Ramp Edge (%) = _____ TS6 Width (FT) = _____ TS7 = Right Tie-In Edge (%) = _____ TS7 Width (FT) = _____ TS8 = Left Tie-In Edge (%) = _____ TS8 Width (FT) = _____ NOTES: 1. When only a single crossing, consider the ramp a "Right Ramp". 2. If more than two (2) ramps exist, use multiple Type 'X' worksheets to display data, but only 1 drawing is necessary. Second set of ramps would be "Right Ramp B" and "Left Ramp B". 3. Attach supporting information or drawings as necessary.
--	--

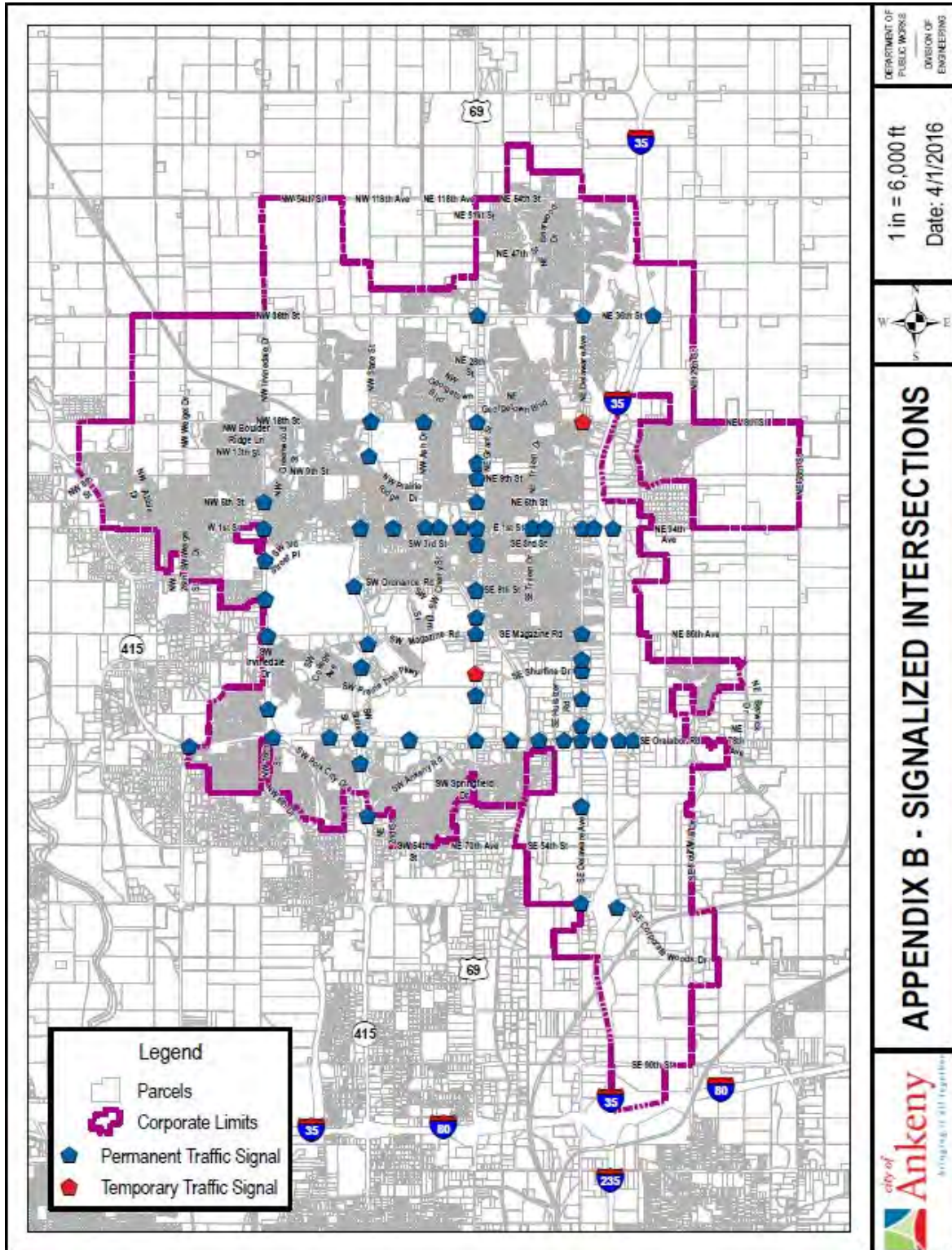
INITIAL CITYWIDE SIDEWALK RAMP INVENTORY

Identify each existing pedestrian crossing within the City Limits via GIS and answer the below questions until get a "NO" or answer all 5 questions, whichever happens first. Each quadrant of a typical "cross" intersection is considered a single pedestrian ramp, regardless of there being 1 or 2 "ramp" crossings.

1. Is there an existing curb drop? YES / NO
 - If there is existing curb & gutter, has a legitimate attempt been made to drop the curb (via grinding or poured in place) at ALL "ramps". The drop may or may not be compliant.
 - If there is no existing curb & gutter, therefore no drop is needed (example: rural roadway with shoulders) select YES to indicate full curb does not exist.
2. Are there existing domes? YES / NO
 - Are there domes for ALL "ramps"?
 - The domes may or may not be compliant via location, width, or type. However we are only interested in if they exist or not. Damaged domes are still domes.
 - Ribbed concrete (lines created in the surface pre-dome practice) is NOT the same as truncated domes.
3. Is the ramp running slope for ALL ramps within the crossing $\leq 8.3\%$? YES / NO
 - Measure the running slope of each ramp within the crossing using a calibrated smart level to determine if it is greater than or less than 8.3%.
 - If this is a fanned ramp, measure the slope in 3 different locations.
 - For typical perpendicular ramp, measure the slope down the center.
4. Is there a proper 4'x4' turning space $\leq 2\%$ in all directions? YES / NO
 - Ensure there is a visual turning space either at the common square or a single turning space for each direction. (Is it in the correct location at the top or bottom and not a "fanned" ramp? Full radius drops require the turning space to be at the bottom.) If not, select NO.
 - Measure both width and slope along center of the turning space(s) in two directions, using a calibrated 4' smart level. (Down center, rotate 180° & repeat.)
 - If any of directions are $> 2\%$ or any of the widths are less than 4', a proper turning space does not exist.
5. Is the entire ramp clear of trip hazards? YES / NO
 - This could be at a joint or crack within the pedestrian crossing, or a "lip"/"curb drop" that is obviously non-compliant.
 - If there is an obstruction within the pedestrian path at this crossing and it somehow passed all other questions, consider the obstruction a trip hazard.

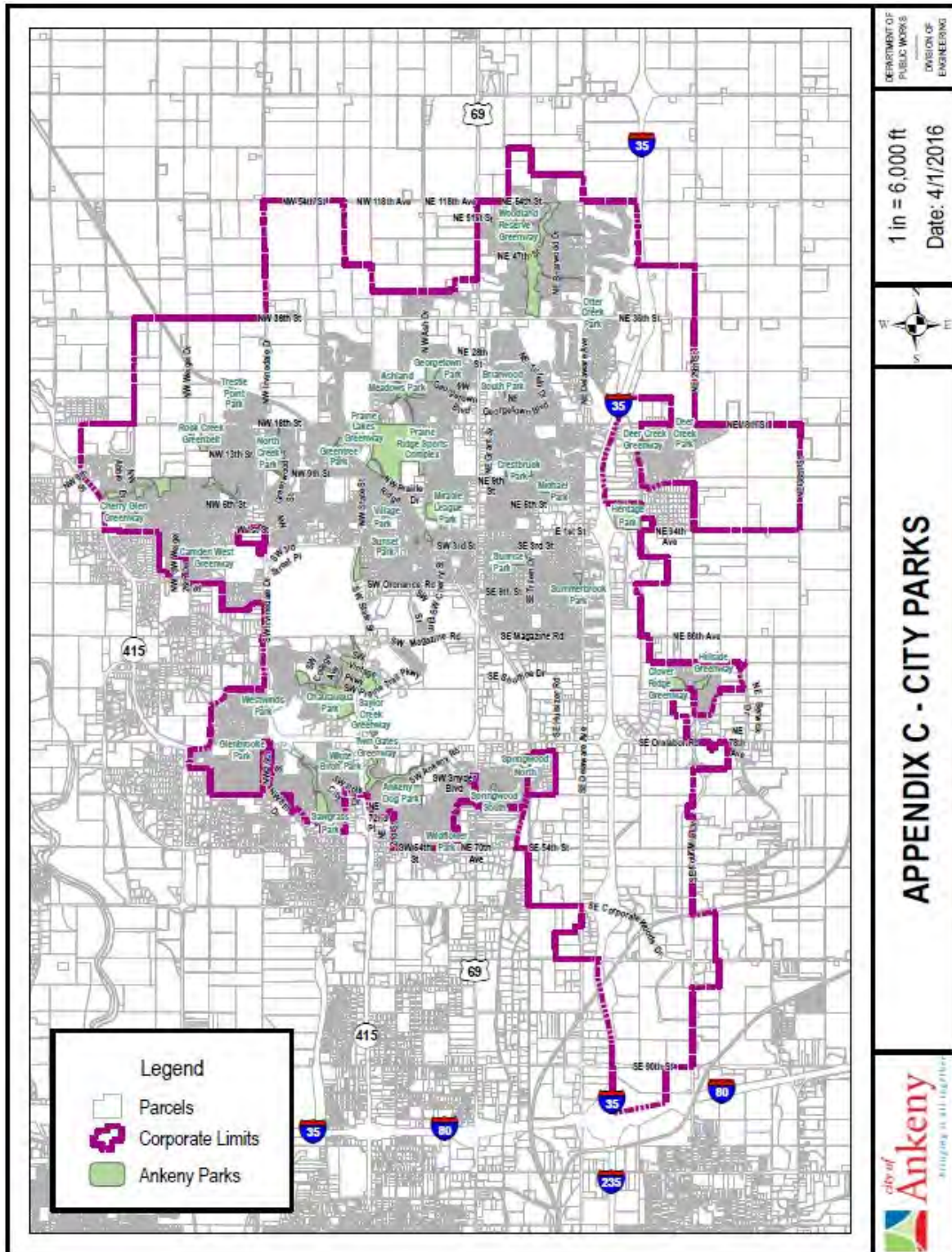
APPENDIX B.

MAP OF SIGNALIZED INTERSECTIONS



APPENDIX C.

MAP OF CITY PARKS



APPENDIX D. MAP OF CITY BUILDINGS / FACILITIES

