City of Norman Transit
ADA Transition Plan

Prepared by City of Norman Staff from:
Office of the City Manager
Department of Public Works

201 West Gray Street
Norman, OK 73069

City of Norman

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On August 28, 2018, University officials advised City staff of their desire to transfer non-campus bus services in Norman to another operator by the end of the FYE 2019 fiscal year.

On May 22, 2019, Governor Stitt designated the City to be the direct recipient of federal transit funds effective upon the date the FTA formally approves the City eligible to receive federal transit funds. On June 20, 2019, the FTA designated the City to be the direct recipient of federal transit funds.

While the City was able to become the designated recipient of federal transit funds, the complete transition of operations and maintenance of the transit services was not able to be accomplished by July 1, 2019. Thus, on June 25, 2019 the City approved Contract No. K-1819-150 with the University to continue operating and maintaining the transit services from July 1 through August 2, 2019 as the City's contractor.

Throughout the transition, the City and the Central Oklahoma Transportation and Parking Authority (COTPA) d/b/a EMBARK were collaborating on an agreement to provide the City's transit services as an independent contractor. This came to fruition with contract K-1920-30, an Interlocal Agreement between the City and EMBARK for EMBARK to provide transit services for the City which was approved by City Council on July 20, 2019. The Interlocal Agreement included the operation of the fixed routes, operation of paratransit services, collaborative assistance with federal and state grant administration and compliance with federal and state laws and regulations, collaborative assistance with marketing and advertising, and additional start-up costs anticipated with the transition of services. The term of the agreement is from August 3, 2019, through June 30, 2020.

EMBARK began operating the fixed route services on August 3, 2019, however, the City and EMBARK were not able to hire the staff and assemble the necessary resources to maintain the public transit fleet and to operate the paratransit service at that time. On July 30, 2019, City Council approved Amendment 1 to Contract No. K-1819-150 which extended the University's agreement to operate the paratransit services and to maintain the public transit fleet for an additional 60 days. On October 1, 2019, the City took over the maintenance of the public transit fleet and EMBARK began operating the paratransit service.

City of Norman

Background, Introduction, and Purpose

2021 Transit ADA Transition Plan

The 2021 Transit ADA Transition Plan addendum to the 2018 Self-Evaluation and Transition Plan was developed internally through the Office of the City Manager and the Public Works Department. Utilizing the U.S. Department of Transportation Federal Transit Administration Circular: Guidance for the Americans with Disabilities Act (ADA) of 1990, Section 504 of the Rehabilitation Act of 1973, as amended, and the U.S. Department of Transportation's implementing regulations at CFR Parts 27,37,38 and 39.

The purpose of the Transit ADA Transition Plan is to identify Barriers that could significantly impact those individuals with disabilities in its programs, services and activities (PSA).

Title II applies to State and local government entities, and, in subtitle A, protects qualified individuals with disabilities from discrimination on the basis of disability in services, programs, and activities provided by State and local government entities. Title II extends the prohibition on discrimination established by section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, to all activities of State and local governments regardless of whether these entities receive Federal financial assistance.

It is the policy of the City of Norman that no person or groups of persons shall on the grounds of race, color, religion, ancestry, national origin, age, place of birth, sex, sexual orientation, gender identity or expression, familial status, marital status, including marriage to a person of the same sex, disability, retaliation, or genetic information, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in employment activities or in all programs, services, or activities administered by the City, its recipients, sub-recipients, and contractors. In the event of any comments, complaints, modifications, accommodations, alternative formats, and auxiliary aids and services regarding accessibility or inclusion, please contact the ADA Technician at 405-366-5424, Relay Service: 711. To better serve you, five (5) business days' advance notice is preferred.

City of Norman, Oklahoma Grievance Procedure under The American with Disabilities Act
This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability and the provision of services, activities, programs, or benefits by the City of Norman. The City of Norman'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 tape-recording of the complaint, shall be made available for persons with disabilities upon request.
The complaint should be submitted by the complainant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Cinthya Allen, ADA Coordinator
201 W. Gray Ave. Norman Oklahoma, 73069
405-366-5446

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

If the response by the ADA Coordinator or his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City of Norman City Manager or his/her designee.

Within 15 calendar days after receipt of the appeal, the City Manager or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or his designee, appeals to the City Manager or his/her designee, and responses from these two offices will be retained by the City of Norman for at least 3 years.

Adopted May 28, 2019

City of Norman

Background, Introduction, and Purpose

2021 Transit ADA Transition Plan

In the original 2018 City of Norman ADA Self-Evaluation and Transition Plan it was determined that the City would continue to evaluate the remaining facilities and Transit ADA Transition Plan with the use of City employees. For the Transit ADA Transition Plan Jesse Hill, ADA Technician and Taylor Johnson, Transit and Parking Program Manager instituted a plan utilizing Colorado Springs, Colorado. template for guidance.

The scope of the 2021 Transit ADA Transition Plan is an amendment to the 2018 Self-evaluation Plan and applies to the evaluation of buildings and facilities, vehicles, and bus stop locations throughout the City of Norman, Oklahoma.

Utilizing the authorities of The American with Disabilities Act of 1990 (ADA), section 504 of the Rehabilitation Act of 1973 as amended, U.S. Department of Transportation (DOT), and the Federal Transit Administration (FTA) as guidance to develop a comprehensive plan.

During the development of the 2021 Transit ADA Transition Plan the City of Norman conducted numerous public study sessions for the Go Norman Transit Plan. The overview of the plan included several objectives. Included in the objectives were (1) Assessing existing routes, (2) Location and characteristics of a future downtown transit center, (3) A detailed plan to guide service improvements, and actively engaging the public and community stakeholders in the development of the plan.

At present, the Transit System known as EMBARK Norman operates a fare-free fixed–route service Monday- Saturday. There are five local routes servicing 112 stop locations that have been reviewed. With the transit study redesign it was proposed to install 80 new stops and discontinue 49, with 63 remaining unchanged bringing the total number of stop locations to 143. Upon review, the transit study was unanimously approved by the Norman City Council on June 22, 2021.

Building Facilities Summary

As of the writing of the 2021 Transit ADA Transition Plan, the City of Norman is constructing a facility that will house the transit operations and maintenance activities. This facility was designed with a certified architect and then was reviewed by the City's on-call architect that reviews construction plans for ADA compliance.

The City of Norman believes that this new facility will fall within the guidelines for ADA compliance. The City of Norman will continue to ensure that facilities maintain this status. Any additional facilities constructed by the City of Norman – either new construction or significant facility improvements – will meet the ADA requirements as outlined by Federal regulations.

Recommended Action

The City of Norman will continue to work diligently to provide accessible features and meet ADA compliance as part of its capital improvement projects for building facilities. The City of Norman will continue to have its construction plans reviewed by its on-call architect specializing in ADA compliance.

Vehicles Summary

In order to be ADA compliant, the City of Norman shall ensure its fleet of revenue rolling stock vehicles meet the guidelines for compliance as stated in Federal regulations.

As of August 1, 2021, the City of Norman has a fleet of 28 revenue vehicles.

Mobility Aid Accessibility

Per Federal requirements, all new, used, or remanufactured buses and vans must "provide a level- change mechanism or boarding device (e.g., lift or ramp) … and sufficient clearances to permit a wheelchair or other mobility aid user to reach a securement location."

All 28 City of Norman revenue vehicles are equipped with either a ramp or lift.

The majority of the fixed-route fleet are outfitted with a ramp system. Each ramp can support a load of up to 600 pounds and is equipped with a slip resistant surface. In addition, each ramp's slope falls within the Federal regulation guidelines outlined in Accessibility Specifications for Transportation Vehicles (https://bit.ly/2Qm1Km0) 49 CFR §38.23(c)(5).

The majority of the paratransit fleet are equipped with a lift system. This system is designed to support a load of up to 600 pounds. The platform of the lift is equipped with a slip resistant surface and barriers to prevent any of the wheels of a wheelchair or mobility aid from rolling off the platform while a passenger is boarding or alighting. Each lift is outfitted to the specifications outlined in the aforementioned document and can be specifically located in 49 CFR §38.23(b). Inspection of

these wheelchair lifts is included as part of the City of Norman's pre-trip inspections and preventative maintenance process conducted prior to revenue service deployment.

All vehicles within the City of Norman fleet are designed to secure a minimum of two wheelchairs or mobility aid devices. The Cutaway vehicles used for paratransit operations are equipped with four securement positions. All securement positions within the fleet are forward facing with clear pathways.

Priority Seating

Each City of Norman revenue vehicle contains a minimum of one sign indicating priority seating for persons with disabilities. These signs are located at the front of the vehicle and are designed to inform other passengers that such seats will be made available to those who wish to use them.

Handrails and Stanchions

Per Federal regulations "interior handrails and stanchions shall permit sufficient turning and maneuvering space for wheelchairs and other mobility aids to reach a securement location from the lift or ramp." The City of Norman revenue vehicles are equipped with both handrails and stanchions for this purpose and for assisting in the boarding and alighting of passengers.

Lighting

All of the City of Norman revenue vehicles are equipped with lighting placed along the stepwell and doorways adjacent to the driver. In addition, the exterior doorways of the City of Norman revenue vehicles are outfitted with lights to provide at least one foot of illumination on the street surface for safe boarding and alighting of passengers, specifically those who are utilizing either the lift or the ramp.

Stop Requests

All of the City of Norman revenue vehicles provide accessible controls adjacent to the securement locations of mobility aids for passengers to request the vehicle to stop. These controls provide the driver with an auditory and visual cue that a request has been made.

The City of Norman revenue vehicles are also equipped with an automated vehicle announcement system (AVAS) that uses a digitized, prerecorded human voice, to announce bus stops.

Destination and Route Information

All of the City of Norman revenue vehicles are equipped with an illuminated sign on the front and boarding side of the vehicle indicating the route number and/or destination of the vehicle.

Accessibility and Inclusion Statement

During the evaluation, it was noted that there was no “Accessibility and Inclusion Statement” nor was there a “Grievance Procedure” with the ADA Coordinator’s information on the transit vehicles. However, that was corrected and the “Accessibility and Inclusion Statement” and the “Grievance Procedure” was posted in 2021.

Recommended Action

All 28 of the City of Norman revenue rolling stock vehicles fall within the guidelines for ADA compliance. The City of Norman will continue to ensure that vehicles within the fleet maintain this status. Any additional vehicles acquired by the City of Norman – either new built, used, or refurbished – will meet the ADA requirements as outlined by Federal regulations.

Bus Stop Summary

The City of Norman is constantly looking for opportunities to not only improve access to bus stops but also to improve access from bus stops onto the bus.

Inventory

A complete stop inventory and assessment was conducted from August 2020 to January 2021 to evaluate each stop in the City of Norman's transit system. A master data spreadsheet was created for all stops in the network which can be maintained and updated as improvements are made, stops become active, or are removed. Requests for copies of bus stop master data spreadsheet or individual bus stop assessments can be made to the City of Norman ADA Coordinator.

During the inventory process five classifications of stops were determined.

- Class 1: Not ADA compliant or accessible. (Just a pole in the ground) (14 stops identified).
- Class 2: Not ADA compliant or accessible. (Has existing facilities) (60 stops identified).
- Class 3: ADA accessible with just an ADA pad (23 stops identified).
- Class 4: ADA compliant with a bench (6 stops identified).
- Class 5: ADA compliant with a shelter (9 stops identified).

Recommended Action

The City of Norman will continue to work towards the goal of improving access system wide. This will be accomplished through independent improvements to the stop network and by partnering with other City Divisions/Departments during capital improvement projects planned throughout the City of Norman. Stop improvements will be prioritized by available budget for improvements, proximity to scheduled road improvements, and customer needs and requests.

Transit Stop Signage

Signage was in the process of being replaced at the time of the transit stop evaluations. EMBARK staff responded to the request of compliance, and it was notated that the EMBARK bus stop signage is compliant and was audited in 2018 and passed.

Part 38 of USC deals with accessibility features for bus stops. The information below appears to be focused on rail station signage, lighted marquees and such. Each "type" of sign and the purpose is considered when discussing ADA compliance.

For bus stop signs, minimum width to height ration must be between 1:1 and 3:5, minimum character height of 1 inch on boarding side of sign, minimum 2 inch on the opposite side with the space between letters at least 1/16th of the height of an upper case letter. No details on contrast for signs just dark on light, or light on dark (see §38.39).

Completed in 2021

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Lindsey/Delaware 4181

Accessible Transit Stop: Width of boarding and alighting area is 59 3/4". (5x13)

FTA Circular section: ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: ***FTA Circular:*** **810.2.2, 2010 Design Standards:402**

Projected High Cost: $639.00
Projected Low Cost: $481.00

Possible solutions: Replace existing ramp pad so that it is 60” parallel to the roadway x 96” perpendicular to the roadway, from the curb or road edge.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Lindsey/Houston 4143

Accessible Transit Stop: Expansion joints greater than 1/2 inch

2010 ADAS section 302.3: Openings. Openings in floor or ground surfaces shall not allow passage of a sphere more than ½ inch (13mm) diameter except as allowed in 407.4.3,409.4.3,410.4,810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Citation: ***2010 ADAS* 302.3, 2010 Design Standards:402**

Projected High Cost: $100.00
Projected Low Cost: $100.00

Possible solutions: Fill expansion joints so that the cracks are < than ½ inch.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Lindsey/Biloxi 4179

Accessible Transit Stop: Slope of boarding area 2.4%. (20x5)

FTA Circular section: ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular: 810.2.4, 2010 Design Standards:402

Projected High Cost: $983.00
Projected Low Cost: $704.00

Possible solutions: Replace boarding area with boarding area that has a slope <than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Creekside/Lindsay 4144

Accessible Transit Stop: Width of boarding area 51"; has defects. Accessible routes have 8 panels out of compliance, highest at 3.3%. Shelter does not provide required clear floor space. (28x5)

*FTA Circular section **810.2.2 Dimensions.** Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*
***810.2.1 Surface.** Bus stop boarding and alighting areas shall have a firm, stable surface.*
***810.3 Bus Shelters.** Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular: 810.2.2,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $1,878.00
Projected Low Cost: $1,538.00

Possible solutions: Replace panels and boarding area so that the area is at least 60 inches wide, and has a slope that is < than 1:48. Create a clear space with companion seating.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Biloxi/Lindsay 4180

Accessible Transit Stop: There is no accessible route to the boarding area (395x5) (3 Ramps)

FTA Circular section ***810.2.3 Connection.*** *Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route complying with 402.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: FTA Circular: 810.2.3,810.2.1, 2010 Design Standards:402

Projected High Cost: $23,930.00
Projected Low Cost: $19,136.00

Possible solutions: Provide an accessible route to stop location from an accessible route.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Beaumont/Vicksburg 4147

Accessible Transit Stop: Width of boarding area is 49"; slope is 5.7%. (5x10)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*
810.2.4 Slope. *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular: 810.2.2,810.2.4, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a panel that has a slope < than 1:48. And is at least 60 Inches (2440mm) wide.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Vicksburg/Irving 4149

Accessible Transit Stop: Slope of boarding area is 3.4%. (5x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular: 810.2.4, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with one that has a slope that is < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Alameda/Vicksburg 4150

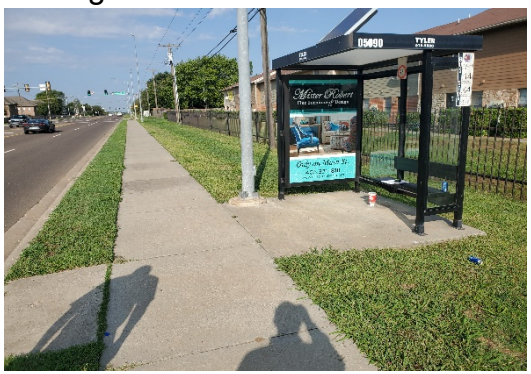
Accessible Transit Stop: Width of boarding area is 59 1/2"; slope is 4.7%. (5x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular: 810.2.4,810.2.2, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with one that is has a slope that is < than 1:48, and 60 inches wide.


City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Alameda/Crestland 4151

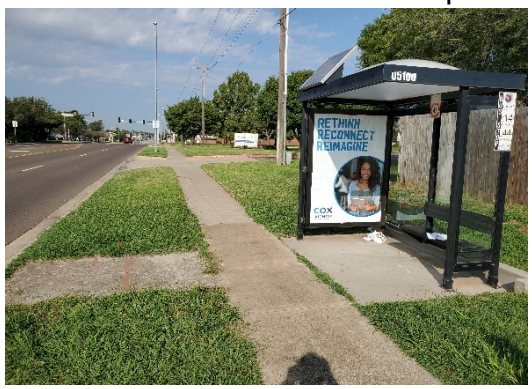
Accessible Transit Stop: Width of boarding area is 59 3/4". (5x10)

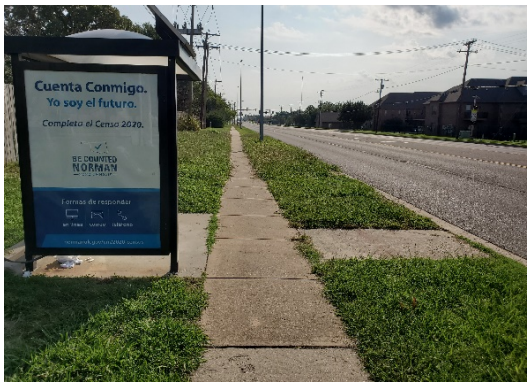
FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular: 810.2.2, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with one that is compliant at 60 inches wide.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan
Alameda/Shiloh 4152

Accessible Transit Stop: Length of boarding area is 95", slope is 8%. No clear space near bench. (5x10)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*
810.2.4 Slope. *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular: 810.2.2, 810.2.4, 810.3, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding and alighting area with one that is compliant at 96 inches long with clear floor space.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Alameda/Triad Village 4153

Accessible Transit Stop: Slope of shelter is 2.2%. (10x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular: 810.2.4, 2010 Design Standards:402

Projected High Cost: $983.00
Projected Low Cost: $741.00

Possible solutions: Replace boarding and alighting area with one that has a slope < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

12th SE/Alameda 4154

Accessible Transit Stop: Shelter pad has defects that causes surface to not be firm, stable. (5x15)

FTA Circular section ***810.2.1 Surface.*** *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: FTA Circular: 810.2.1, 2010 Design Standards:402

Projected High Cost: $738.00
Projected Low Cost: $555.00

Possible solutions: Replace boarding and alighting area where it is firm and stable.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

12th SE/Triad Village 4155

Accessible Transit Stop: Width of boarding area is 59 3/4"; has defects; slope is 4.2%. (5x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular: 810.2.2, 810.2.4, 810.2.1, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding and alighting area with one that is compliant at 60 inches wide with slope <than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan
12th SE/Brooks 4156

Accessible Transit Stop: Slope of boarding area is 6.7%; has defects. Shelter does not provide required clear floor space. (5x15)
FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: **FTA Circular: 810.2.2, 810.2.4, 810.2.1, 2010 Design Standards: 402,305**

Projected High Cost: $2,483.00
Projected Low Cost: $2,240.00

Possible solutions: Replace boarding and alighting area with one that is compliant with slope <than 1:48 and provide a clear floor space.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Brooks/Barkley 4141

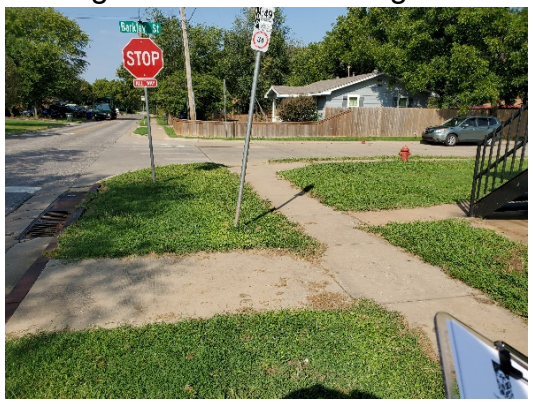
Accessible Transit Stop: Slope of boarding area is 3.7%. (5x8)

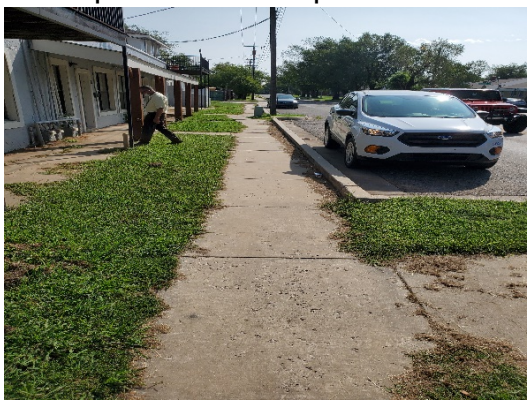
FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular: 810.2.4, 2010 Design Standards:402

Projected High Cost: $393.00
Projected Low Cost: $297.00

Possible solutions: Replace boarding area with a boarding area that is compliant with a slope < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Webster/Apache 4140

Accessible Transit Stop: Slope of boarding area is 3.1%. Accessible route cross slope is 3.1%. (23x 5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular810.2.4, 2010 Design Standards:402

Projected High Cost: $1,132.00
Projected Low Cost: $852.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Duffy/Asp 4172

Accessible Transit Stop: Slope of boarding area is 5.6%; has defects. (5x8)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: FTA Circular 810.2.4,810.2.1, 2010 Design Standards:402

Projected High Cost: $393.00
Projected Low Cost: $297.00

Possible solutions: Replace panel so that there is no change in level and boarding area slope is <than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Jenkins/Duffy (southbound) 4222

Accessible Transit Stop: Length of boarding area is 71". (5x8)

*FTA Circular section **810.2.2 Dimensions.** Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.2, 2010 Design Standards:402

Projected High Cost: $393.00
Projected Low Cost: $297.00

Possible solutions: Replace boarding area with a boarding area that is at least 96 inches long.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Jenkins/Duffy (northbound) 4115

Accessible Transit Stop: Inaccessible (20x5)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: FTA Circular 810.2.2,810.2.1, 2010 Design Standards:402

Projected High Cost: $1,006.00
Projected Low Cost: $760.00

Possible solutions: Make an accessible boarding area that is firm and stable.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Jenkins/Boyd 4114

Accessible Transit Stop: Inaccessible boarding area at curb ramp. (13x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,*810.2*.1,810.3, 2010 Design Standards:402

Projected High Cost: $639.00
Projected Low Cost: $482.00

Possible solutions: provide an accessible boarding area with accessible route.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Jenkins/Felgar (southbound) 4171

Accessible Transit Stop: Inaccessible, boarding area is located in driveway (20x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $983.00
Projected Low Cost: $740.00

Possible solutions: Provide an accessible boarding area with accessible route.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Jenkins/Felgar (northbound) 4113

Accessible Transit Stop: Slope of boarding area is 6.8%. (10x15)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $1,325.00
Projected Low Cost: $1,112.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Brooks/Jenkins (Westbound) 4169

Accessible Transit Stop: Slope of boarding area is 5.4%. (8x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $393.00
Projected Low Cost: $296.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Boyd/Barkley 4196

Accessible Transit Stop: Length of boarding area is 71 3/4". (5x8)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.2, 2010 Design Standards: 402

Projected High Cost: $393.00
Projected Low Cost: $296.00

Possible solutions: Replace boarding area with a boarding area that is at least 96 inches.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

12th SE/Boyd 4197

Accessible Transit Stop: Width of boarding area is 59 1/2"; slope is 6.9%. (13x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway*

Citation: FTA Circular 810.2.4,810.2.2, 2010 Design Standards:402

Projected High Cost: $639.00
Projected Low Cost: $482.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48. with a width of at least 60 inches.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Triad Village Drive 4198

Accessible Transit Stop: Slope of boarding area is 10.6%. (13x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4,2010 Design Standards,402

Projected High Cost: $639.00
Projected Low Cost: $482.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Main/Berry (Westbound) 4119

Accessible Transit Stop: Slope of boarding area 8.3%. (13x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $639.00
Projected Low Cost: $482.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Berry/Iowa 4176

Accessible Transit Stop: Length of boarding area 94". (5x8)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.2, 2010 Design Standards:402

Projected High Cost: $393.00
Projected Low Cost: $296.00

Possible solutions: Replace boarding area with a boarding area that is at least 96 inches in length.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Berry/Denison 4120

Accessible Transit Stop: Slope of boarding area 4.9%. There is no companion seating (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4, 810.3, 2010 Design Standards:402

Projected High Cost: $738.00
Projected Low Cost: $553.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48. provide companion seating.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Berry/Westheimer 4213

Accessible Transit Stop: Inaccessible

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,*810.2.1,810.3, 2010 Design Standards:402*

Projected High Cost: $0.00
Projected Low Cost: $0.00

Possible solutions: remove stop.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Halley/Lexington 4124

Accessible Transit Stop: Length of boarding area 91"; slope 2.4%. (15x5)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*
810.2.4 Slope. *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.2 ,810.2.4, 2010 Design Standards:402

Projected High Cost: $738.00
Projected Low Cost: $555.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48 and at least 96 inches in length.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Stubbeman/Timberwolve Trail 4207

Accessible Transit Stop: Length of boarding area 93"; has defects. No companion seating. (10x10)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.2 ,810.2.1, 810.3 2010 Design Standards:402

Projected High Cost: $983.00
Projected Low Cost: $740.00

Possible solutions: Replace boarding area with a boarding area that has at least 96 inches deep. Replace numerous defective panels.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Stubbeman/Ridge 4220

Accessible Transit Stop: Length of boarding area 93"; has defects. (5x8)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: FTA Circular 810.2.2,810.2.1, 2010 Design Standards:402

Projected High Cost: $392.00
Projected Low Cost: $315.00

Possible solutions: Replace boarding area with a boarding area that has at least 96 inches deep.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Lindsey/Wylie (Eastbound) 4161

Accessible Transit Stop: Shelter does not provide required clear floor space. (12x19)

FTA Circular section ***810.2.1 Surface.*** *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $2,244.00
Projected Low Cost: $1,689.00

Possible solutions: reconfigure shelter with a level clear floor space.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Lindsey/McGee 4183

Accessible Transit Stop: Slope of boarding area is 2.6%. (12x19)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $2,244.00
Projected Low Cost: $1,689.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Brooks/Whittier Middle School 4157

Accessible Transit Stop: Slope of boarding area is 8.2%. (15x30)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, *2010 Design Standards:402*

Projected High Cost: $4,103.00
Projected Low Cost: $3,335.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

McGee/Lindsey 4159

Accessible Transit Stop: Inaccessible, there is not an accessible route to boarding area. (5x9)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $443.00
Projected Low Cost: $334.00

Possible solutions: provide an accessible route and boarding area that is firm and stable.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

24th NW/Robinson 4123

Accessible Transit Stop: Slope of boarding area is 10.4%. (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, *2010 Design Standards:402*

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Rambling Oaks/Northwest 4124

Accessible Transit Stop: Width of boarding area is 59 1/2"; perpendicular slope is 6%; parallel slope is 2.2%. Cross-slope of accessible route is 2.6%. (15x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.4, *2010 Design Standards:402*

Projected High Cost: $737.00
Projected Low Cost: $555.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48. And a width at least 60 inches.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Interstate Dr/Copperfield 4127

Accessible Transit Stop: Slope of boarding area is 2.6%; has defects. (15x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, *2010 Design Standards:402*

Projected High Cost: $737.00
Projected Low Cost: $555.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

River Oaks/Interstate Dr 4170

Accessible Transit Stop: Slope of boarding area is 4.8%. (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: **FTA Circular 810.2.4, *2010 Design Standards:402***

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

River Oaks/Sooner Mall 4128

Accessible Transit Stop: Slope of boarding area is 2.4%. (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Main/36th 4166

Accessible Transit Stop: Width of boarding area is 53"; slope is 6%. (15x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.4,810.2.2, 2010 Design Standards:402

Projected High Cost: $737.00
Projected Low Cost: $555.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48 and is at least 60 inches wide.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Norman Center Ct/Ed Noble 4130

Accessible Transit Stop: Slope of boarding area is 7.4%. Shelter slope is 2.8%. (20x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.4,810.2.2, 2010 Design Standards:402

Projected High Cost: $1,968.00
Projected Low Cost: $ 1,482.00

Possible solutions: Replace boarding and alighting area with a boarding and alighting area that has a slope of < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Ed Noble/Lindsey 4132

Accessible Transit Stop: Slope of boarding area is 3.2%; parallel slope is 8.5%. (5x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.4,810.2.2, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

24th SW/Main 4177

Accessible Transit Stop: Slope of boarding area is 13.4%; parallel slope is 2.1%. (5x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.4,810.2.2, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Main/24th NW 4135

Accessible Transit Stop: Cross-slope of accessible route is 2.1%. (20x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $983.00
Projected Low Cost: $740.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Robinson/Woods 4122

Accessible Transit Stop: Slope of boarding area is 7.6%; has defects. Shelter to pad does not have a firm, stable, slip resistant route. Cracks need to be fixed where asphalt meets concrete. (20x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: FTA Circular 810.2.4,810.2.1, 2010 Design Standards:402

Projected High Cost: $983.00
Projected Low Cost: $740.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48. Make existing pad firm and stable.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

36th NW/Quail 4184

Accessible Transit Stop: Slope of boarding area is 2.8%. (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

36th NW/Robinson 4185

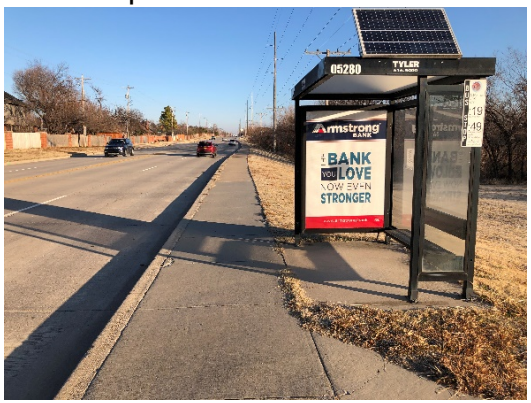
Accessible Transit Stop: Slope of boarding area is 2.1%. (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

36th NW/Crail 4187

Accessible Transit Stop: Slope of boarding area is 8.5%. (5x15)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $737.00
Projected Low Cost: $555.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Healthplex 4188

Accessible Transit Stop: Slope of boarding area is 7.7%; has defects. No companion seating. (5x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48. And add a clear floor space.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

24th NW/Confrence Center 4190

Accessible Transit Stop: Slope of boarding area is 3.3%. (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

24th NW/Mt. Williams 4189

Accessible Transit Stop: Slope of boarding area is 3.1%. (5x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Main/State 4201

Accessible Transit Stop: Width of boarding area is 59 1/2"; slope is 6.5%. (10x10)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.4,810.2.2, 2010 Design Standards:402

Projected High Cost: $983.00
Projected Low Cost: $740.00

Possible solutions: Replace boarding area with boarding area that is at least 60 inches and has a slope of < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Main/12th 4200

Accessible Transit Stop: Slope of boarding area is 2.9%; has defects. (5x3)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: FTA Circular 810.2.4,810.2.1, 2010 Design Standards:402

Projected High Cost: $132.00
Projected Low Cost: $111.00

Possible solutions: Replace the boarding area with one that has a slope < than 1:48 and is firm and stable.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Findlay/Oliver 4203

Accessible Transit Stop: Running-slope of accessible route is 6.6%. (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace existing panel so that it is <than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Robinson/Porter 4204

Accessible Transit Stop: Slope of boarding area is 9.6%. (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace existing boarding area with one that has a slope that is < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Healthplex Emergency Entrance 4233

Accessible Transit Stop: Stop does not have a compliant boarding area. Clear space is only 60 inches deep.

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $4,500.00
Projected Low Cost: $4,000.00

Possible solutions: provide an accessible boarding area that is at least 96 inches long and 60 inches wide that is firm and stable with a slope < than 1:48.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Westheimer Terminal 4205

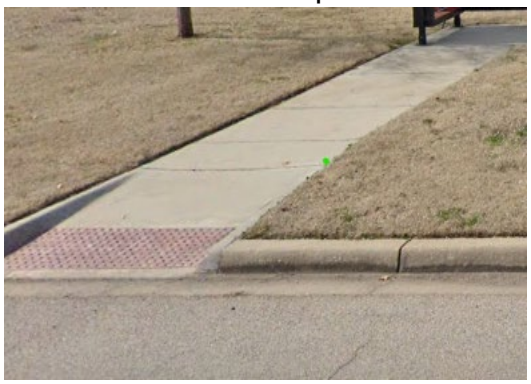
Accessible Transit Stop: Inaccessible. Shelter on opposite side of street and does not have an accessible route to it.

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $1,500.00
Projected Low Cost: $1,500.00

Possible solutions: remove shelter or relocate to stop across the street.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

36th NW/Havenbrook 4192

Accessible Transit Stop: Inaccessible. There is not an accessible route to the curb. (5x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: FTA Circular 810.2.4,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $244.00
Projected Low Cost: $185.00

Possible solutions: Provide and accessible boarding and alighting area that is firm and stable with a slop that is < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

36th NW/River Oaks 4129

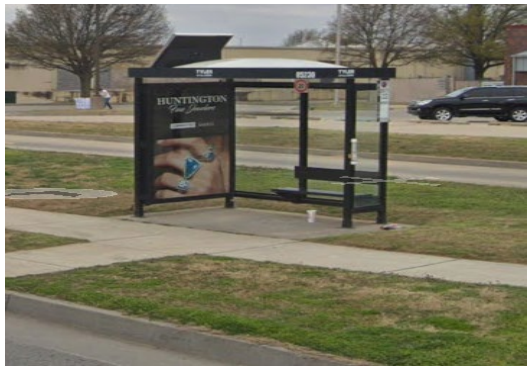
Accessible Transit Stop: Width of boarding area is 58"; slope 3.2%. (10x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.4,810.2.2, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace boarding area with area that is at least >than 60 inches with a slope that is < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Main and Berry (eastbound) 4137

Accessible Transit Stop: Length of boarding area is 80". (10x5)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.2, 2010 Design Standards:402

Projected High Cost: $492.00
Projected Low Cost: $371.00

Possible solutions: Replace existing boarding area with boarding area that is at least >than 96 inches.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

24th SW /Boyd 4134

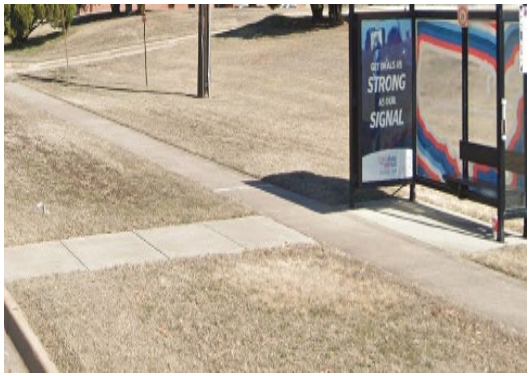
Accessible Transit Stop: Width of boarding area is 59 1/2". Slope of shelter is 3.2%. (16x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: FTA Circular 810.2.4,810.2.2, 2010 Design Standards:402

Projected High Cost: $786.00
Projected Low Cost: $593.00

Possible solutions: Remove existing boarding area and replace with boarding area that is at least 60 inches wide and has a slope that is <than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Tecumseh/Thedford 4194

Accessible Transit Stop: Inaccessible, stop does not have an accessible route to the boarding area.

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $3,099.00
Projected Low Cost: $2,335.00

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

24th NW/Tecumseh 4191

Accessible Transit Stop: Inaccessible. Stop does not have an accessible route or boarding area from accessible route. (34x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $1,673.00
Projected Low Cost: $1,260.00

Possible solutions: Add and accessible route to stop location.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Acres/Central Library 4228

Accessible Transit Stop: Inaccessible, there is no accessible route or boarding area to stop. (3x5)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*
810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*
810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4,810.2.1,810.3, 2010 Design Standards:402

Projected High Cost: $443.00
Projected Low Cost: $334.00

Possible solutions: Install an accessible route to the boarding area.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

24th SW /Lindsay 4133

Accessible Transit Stop: Width of boarding area is 59 1/4". (13x5)

FTA Circular section ***810.2.2 Dimensions.*** *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

Citation: **FTA Circular 810.2.2, 2010 Design Standards:402**

Projected High Cost: $639.00
Projected Low Cost: $482.00

Possible solutions: Replace boarding area with a boarding area that is at least 60 Inches wide.

City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Lindsey/Van Vleet (Eastbound) 4182

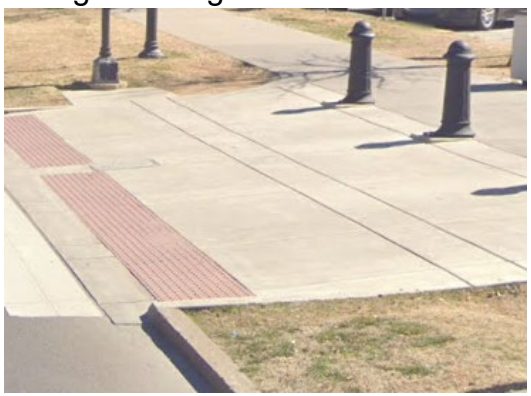
Accessible Transit Stop: Slope of boarding area is 6.7%. (20x12)

FTA Circular section ***810.2.4 Slope.*** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.*

Citation: FTA Circular 810.2.4, 2010 Design Standards: 402

Projected High Cost: $2,361.00
Projected Low Cost: $1,779.00

Possible solutions: Replace existing boarding area with one that has a slope < than 1:48.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

12th SE/ Alameda 4199

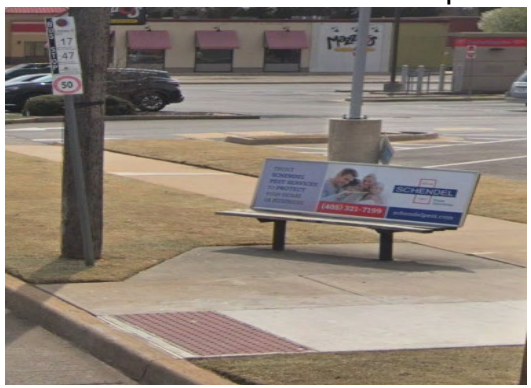
Accessible Transit Stop: Alighting area pad has defects. (10x15)

FTA Circular section ***810.2.1 Surface.*** *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: **FTA Circular 810.2.1, 2010 Design Standards:402**

Projected High Cost: $ 1,475.00
Projected Low Cost: $ 1,111.00

Possible solutions: Replace alighting area pad with pad that is firm and stable.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Prices reflected are consistent with the FYE 2022 estimated cost analysis.

Exterior Element:	Priority	High Cost	Low Cost
Signage	1	Compliant	-
Statement	1	$350.00	$250.00
Stop # 4167	1	Compliant	-
Stop # 4139	1	Compliant	-
Stop # 4115	1	$1,006.00	$760.00
Stop # 4114	1	$639.00	$482.00
Stop # 4171	1	$983.00	$740.00
Stop # 4216	1	Stop Removed	-
Stop # 4213	1	Remove Stop	-
Stop # 4205	1	$1500.00	$1500.00
Stop # 4159	1	$443.00	$ 334.00
Stop # 4192	1	$244.00	$185.00
Stop # 4233	1	$4500.00	$3500.00
Stop # 4194	1	$3099.00	$2325.00
Stop # 4228	1	$443.00	$334.00
Stop # 4127	2	$737.00	$555.00
Stop # 4180	2	$23930.00	$19136.00
Stop # 4132	2	$492.00	$371.00
Stop # 4177	2	$492.00	$371.00
Stop # 4140	2	$1132.00	$852.00
Stop # 4120	2	$738.00	$553.00
Stop # 4141	2	$393.00	$297.00

Stop # 4113	2	$1325.00	$1112.00
Stop # 4169	2	$393.00	$296.00
Stop # 4198	2	$639.00	$482.00
Stop # 4182	2	$2361.00	$1779.00
Stop # 4170	2	$492.00	$371.00
Stop # 4128	2	$492.00	$371.00
Stop # 4189	2	$492.00	$371.00
Stop # 4149	2	$492.00	$371.00
Stop # 4144	2	$1878.00	$1538.00
Stop # 4155	2	$492.00	$371.00
Stop # 4207	2	$983.00	$740.00
Stop # 4124	2	$738.00	$555.00
Stop # 4152	2	$492.00	$371.00
Stop # 4150	2	$492.00	$371.00
Stop # 4197	2	$639.00	$482.00
Stop # 4124	2	$738.00	$555.00
Stop # 4129	2	$492.00	$371.00
Stop # 4166	2	$737.00	$555.00
Stop # 4201	2	$983.00	$740.00
Stop # 4147	2	$492.00	$371.00

Stop # 4222	2	$393.00	$297.00
Stop # 4196	2	$393.00	$297.00
Stop # 4176	2	$393.00	$297.00
Stop # 4220	2	$392.00	$315.00
Stop # 4137	2	$492.00	$371.00
Stop # 4134	2	$786.00	$593.00
Stop # 4130	2	$1968.00	$1482.00
Stop # 4119	2	$639.00	$482.00
Stop # 4183	2	$2244.00	$1689.00
Stop # 4157	2	$4103.00	$3335.00
Stop # 4123	2	$492.00	$371.00
Stop # 4184	2	$492.00	$371.00
Stop # 4185	2	$492.00	$371.00
Stop # 4187	2	$737.00	$555.00
Stop # 4204	2	$492.00	$371.00
Stop # 4179	2	$983.00	$740.00
Stop # 4135	2	$983.00	$740.00
Stop # 4145	2	Compliant	-
Stop # 4148	2	Compliant	-
Stop # 4154	2	$738.00	$555.00
Stop # 4199	2	$1475.00	$1110.00
Stop # 4153	2	$983.00	$741.00
Stop # 4143	2	$100.00	$100.00
Stop # 4203	2	$492.00	$371.00
Stop # 4161	2	$2244.00	$1689.00
Stop # 4181	2	$639.00	$482.00
Stop # 4151	2	$492.00	$371.00
Stop # 4133	2	$639.00	$481.00
Stop # 4172	2	$393.00	$297.00
Stop # 4156	2	$2483.00	$2240.00
Stop # 4200	2	$132.00	$111.00
Stop # 4188	2	$492.00	$371.00
Stop # 4122	2	$983.00	$740.00

Stop # 4190	3	$492.00	$371.00
Stop # 4146	3	Compliant	-
Stop # 4142	3	Compliant	-
Stop # 4117	3	Compliant	-
Stop # 4116	3	Compliant	-
Stop # 4112	3	Compliant	-
Stop # 4121	3	Compliant	-
Stop # 4206	3	Compliant	-
Stop # 4221	3	Compliant	-
Stop # 4218	3	Compliant	-
Stop # 4219	3	Compliant	-
Stop # 4208	3	Compliant	-
Stop # 4209	3	Compliant	-
Stop # 4210	3	Compliant	-
Stop # 4211	3	Compliant	-
Stop # 4212	3	Compliant	-
Stop # 4162	3	Compliant	-
Stop # 4224	3	Compliant	-
Stop # 4163	3	Compliant	-
Stop # 4158	3	Compliant	-
Stop # 4126	3	Compliant	-
Stop # 4217	3	Compliant	-
Stop # 4223	3	Compliant	-
Stop # 4125	4	Compliant	-
Stop # 4175	4	Compliant	-
Stop # 4138	4	Compliant	-
Stop # 4173	4	Compliant	-
Stop # 4136	4	Compliant	-
Stop # 4202	4	Compliant	-
Stop # 4193	5	Compliant	-
Stop # 3702	5	Compliant	-
Stop # 4118	5	Compliant	-
Stop # 4168	5	Compliant	-

Stop # 4164	5	Compliant	-
Stop # 4165	5	Compliant	-
Stop # 4160	5	Compliant	-
Stop # 4131	5	Compliant	-
Stop # 4186	5	Compliant	-

By Priority

	High Cost	Low Cost
I.		
II.	$13,207.00	$10,910.00
III.	$72,515.00	$56,642.00
IV.	$492.00	$371.00
V.	$0.00	$0.00
VI.	$0.00	$0.00
Total	**$86,214.00**	**$67,923.00**

Exterior Element:	Priority	High Cost	Low Cost	Year Funded	Year Complete
Signage	1	Compliant	-	2021	2021
Statement	1	$350.00	$250.00	2021	2021
Stop # 4167	1	Compliant	-		
Stop # 4139	1	Compliant	-		
Stop # 4115	1	$1,006.00	$760.00		
Stop # 4114	1	$639.00	$482.00		
Stop # 4171	1	$983.00	$740.00		
Stop # 4216	1	Stop Removed	-		
Stop # 4213	1	Remove Stop	-		
Stop # 4205	1	$1500.00	$1500.00		
Stop # 4159	1	$443.00	$ 334.00		
Stop # 4192	1	$244.00	$185.00		
Stop # 4233	1	$4500.00	$3500.00		
Stop # 4194	1	$3099.00	$2325.00		

Stop # 4228	1	$443.00	$334.00
Stop # 4127	2	$737.00	$555.00
Stop # 4180	2	$23930.00	$19136.00
Stop # 4132	2	$492.00	$371.00
Stop # 4177	2	$492.00	$371.00
Stop # 4140	2	$1132.00	$852.00
Stop # 4120	2	$738.00	$553.00
Stop # 4141	2	$393.00	$297.00
Stop # 4113	2	$1325.00	$1112.00
Stop # 4169	2	$393.00	$296.00
Stop # 4198	2	$639.00	$482.00
Stop # 4182	2	$2361.00	$1779.00
Stop # 4170	2	$492.00	$371.00
Stop # 4128	2	$492.00	$371.00
Stop # 4189	2	$492.00	$371.00
Stop # 4149	2	$492.00	$371.00
Stop # 4144	2	$1878.00	$1538.00
Stop # 4155	2	$492.00	$371.00
Stop # 4207	2	$983.00	$740.00
Stop # 4124	2	$738.00	$555.00
Stop # 4152	2	$492.00	$371.00
Stop # 4150	2	$492.00	$371.00
Stop # 4197	2	$639.00	$482.00
Stop # 4124	2	$738.00	$555.00
Stop # 4129	2	$492.00	$371.00
Stop # 4166	2	$737.00	$555.00
Stop # 4201	2	$983.00	$740.00
Stop # 4147	2	$492.00	$371.00

Stop # 4222	2	$393.00	$297.00		
Stop # 4196	2	$393.00	$297.00		
Stop # 4176	2	$393.00	$297.00		
Stop # 4220	2	$392.00	$315.00	2021	2021
Stop # 4137	2	$492.00	$371.00		
Stop # 4134	2	$786.00	$593.00		
Stop # 4130	2	$1968.00	$1482.00		
Stop # 4119	2	$639.00	$482.00		
Stop # 4183	2	$2244.00	$1689.00		
Stop # 4157	2	$4103.00	$3335.00		
Stop # 4123	2	$492.00	$371.00		
Stop # 4184	2	$492.00	$371.00		
Stop # 4185	2	$492.00	$371.00		
Stop # 4187	2	$737.00	$555.00		
Stop # 4204	2	$492.00	$371.00		
Stop # 4179	2	$983.00	$740.00		
Stop # 4135	2	$983.00	$740.00		
Stop # 4145	2	Compliant	-		
Stop # 4148	2	Compliant	-		
Stop # 4154	2	$738.00	$555.00		
Stop # 4199	2	$1475.00	$1110.00		
Stop # 4153	2	$983.00	$741.00		
Stop # 4143	2	$100.00	$100.00		
Stop # 4203	2	$492.00	$371.00		
Stop # 4161	2	$2244.00	$1689.00		
Stop # 4181	2	$639.00	$482.00		
Stop # 4151	2	$492.00	$371.00		
Stop # 4133	2	$639.00	$481.00		
Stop # 4172	2	$393.00	$297.00		
Stop # 4156	2	$2483.00	$2240.00		
Stop # 4200	2	$132.00	$111.00		
Stop # 4188	2	$492.00	$371.00		
Stop # 4122	2	$983.00	$740.00		

Stop # 4190	3	$492.00	$371.00
Stop # 4146	3	Compliant	-
Stop # 4142	3	Compliant	-
Stop # 4117	3	Compliant	-
Stop # 4116	3	Compliant	-
Stop # 4112	3	Compliant	-
Stop # 4121	3	Compliant	-
Stop # 4206	3	Compliant	-
Stop # 4221	3	Compliant	-
Stop # 4218	3	Compliant	-
Stop # 4219	3	Compliant	-
Stop # 4208	3	Compliant	-
Stop # 4209	3	Compliant	-
Stop # 4210	3	Compliant	-
Stop # 4211	3	Compliant	-
Stop # 4212	3	Compliant	-
Stop # 4162	3	Compliant	-
Stop # 4224	3	Compliant	-
Stop # 4163	3	Compliant	-
Stop # 4158	3	Compliant	-
Stop # 4126	3	Compliant	-
Stop # 4217	3	Compliant	-
Stop # 4223	3	Compliant	-
Stop # 4125	4	Compliant	-
Stop # 4175	4	Compliant	-
Stop # 4138	4	Compliant	-
Stop # 4173	4	Compliant	-
Stop # 4136	4	Compliant	-
Stop # 4202	4	Compliant	-
Stop # 4193	5	Compliant	-
Stop # 3702	5	Compliant	-
Stop # 4118	5	Compliant	-
Stop # 4168	5	Compliant	-

Stop # 4164	5	Compliant	-
Stop # 4165	5	Compliant	-
Stop # 4160	5	Compliant	-
Stop # 4131	5	Compliant	-
Stop # 4186	5	Compliant	-
		Total $86,214.00	**$67,923.00**