

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES
MARCH 2014



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INTRODUCTION:

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute (“Act”) that prohibits discrimination against people who have disabilities. The goal of the act is to ensure equal opportunity for disabled individuals in employment, State and local government services, public accommodations, commercial facilities, and transportation. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination: Employment (Title I); Public Services (Title II); Public Accommodations and Services Operated by Private Entities (Title III); Telecommunications (Title IV); and Miscellaneous Provisions (Title V).

Title II of the Act addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The Act applies to all facilities, including facilities built both before and after 1990. As a necessary step in a program access plan to provide accessibility under the ADA and state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative to the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, often referred to as a Transition Plan, to address any deficiencies. The Plan is intended to achieve the following:

1. Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities;
2. Describe the methods to be used to make the facilities accessible;
3. Provide a schedule for making the access modifications; and
4. Identify the public officials responsible for implementation of the Transition Plan.

The Plan is required to be updated periodically until all accessibility barriers are removed. ADA Transition Plans of this nature are required from all government agencies to cover all facilities under their control. This includes rights-of-way, but also the buildings and sites that may be owned by the agency such as city offices, police and fire stations, parks, and other types of public use buildings. The focus of this report is solely on exterior improvements for agency-managed facilities outside the public rights-of-way. This typically includes sidewalks, pedestrian pathways, curb ramps, ramps, handicap parking stalls, passenger loading zones, playground areas, driveway crossings, and crosswalks.

The typical procedure for meeting the requirements of the Act with regard to the accessibility of public facilities would involve the following steps:

1. Designating an ADA Coordinator;
2. Providing notice to the public about ADA requirements;
3. Establishing a grievance procedure;
4. Developing internal design standards, specifications, and details;
5. Assigning personnel for the development of a Transition Plan and completing it;
6. Approving a schedule and budget for the Transition Plan; and
7. Monitoring the progress of the implementation of the Transition Plan.

While the focus of this report involves the Transition Plan, the other required components are also commented on.

ADA COORDINATOR:

The ADA requires the City of Novi to designate one employee as responsible for being its ADA Coordinator for its compliance program. The responsibilities of this position include reviewing and resolving disability discrimination complaints, and overseeing all City of Novi ADA compliance programs.

PUBLIC NOTICE:

The City of Novi is required by the ADA to inform the public residents of the requirements of the ADA. A description of the ADA compliance transition plans should be given in order to educate the public on how the City is taking a proactive approach to bring its public facilities into compliance with ADA standards. Furthermore, the designated ADA Coordinator's contact information should be given to the City of Novi residents in a public notice.

GRIEVANCE PROCEDURE:

The City of Novi should continue its ongoing communication with the general public when dealing with complaints or issues that may arise. Therefore, the City should implement the necessary procedures that will help resolve any public grievances or complaints. All grievances should be dealt with to provide the appropriate resolution in a timely manner. This should be implemented for both for public and internal grievances.

INTERNAL STANDARDS:

The City of Novi should continually review its design standards including specifications and details to ensure that they provide a clear directive for correcting the non-compliant items per the approved ADA Compliance Transition Plans for both the City-owned Facilities and the City-owned Pathways within the Novi rights-of-way. This not only includes the standards for curb ramp replacement, but should also include ensuring that the asphalt pathway, asphalt pavement, and concrete sidewalk replacement standards adequately reflect the slope, dimension and layout requirements of the ADA. Furthermore, all standards, specifications and details should be checked against the updated Department of Justice 2010 ADA Standards for Accessible Design to guarantee compliance with any revised items.

ADA COMPLIANCE TRANSITION PLAN:

The ADA Compliance Transition Plan consists of the following elements:

1. A list of physical barriers in the City's facilities that limit accessibility of individuals with disabilities (the Self-Evaluation);
2. A detailed description of the methods to remove these barriers and make the facilities accessible;
3. A general priority schedule for making the necessary improvements;
4. The name of the official responsible for implementation;
5. A record of the opportunity given to the disability community and other interested parties to participate in the development of the Plan.

As previously noted, periodic updates to the Transition Plan are required in order to ensure ongoing compliance.

The first task involved in preparing an ADA Transition Plan is conducting an inventory of existing physical barriers in the facilities operated by the City and listing all the barriers that limit accessibility. This is often referred to as the self-evaluation process. Possible inventory approaches are on-ground surveys, windshield surveys, aerial photo studies, or drawing reviews. SDA primarily performed on-ground surveys at each individual facility, utilizing physical measurements with tape measures and four-foot digital levels to review for non-compliance issues. Methods used during the evaluation phase include measuring the slopes of the asphalt pavements, asphalt pathways, concrete sidewalks and concrete curb ramps where these areas are determined as being part of an accessible route. Additional evaluation methods include measuring striping widths, route widths, sign clearances, and other dimensions required by the ADA. The current set of standards used for this evaluation is the Department of Justice 2010 ADA Standards for Accessible Design dated September 15, 2010. This updated set of standards incorporates Title II regulations at 28 CFR 35.151, Title III Regulations at 28 CFR part 36, and the 2004 ADA Accessible Guidelines (ADAAG) at 36 CFR part 1191, appendices B and D. Below is a list of possible non-compliance issues that may be found as a result of the self-evaluation.

SELF-EVALUATION CHECKLIST	
ISSUE	POSSIBLE BARRIERS
Sidewalk and Pathway Clear Width	Narrow, Below Guidelines
Sidewalk and Pathway Cross-Slope	Too Steep, Irregular Shape, Variability, Warping
Landings Along Sidewalks and Pathways	Less Than Required, Slopes Too Steep
Sidewalk and Pathway Longitudinal Running Slope	Too Steep, Angle Points
Materials and Finishes	Deterioration of Surfaces, Deterioration of Markings, Appropriateness of Material (ex. Cobblestone)
Gratings	Grating Type, Grate Opening Orientation and Dimensions
Discontinuities	Missing Sections, Gaps, Drops, Steps
Obstructions	Signs, Mail Boxes, Fire Hydrants, Benches, Telephones, Traffic Signal Poles, Traffic Signal Controller Boxes, Newspaper Boxes, Drainage Structures, Tree Grates, Pole Mounted Objects, Standing Water, Snow or Ice
Curb Ramp	Missing, Doesn't Fall within Marked Crosswalk, Doesn't Conform to Slope and/or Dimension Guidelines
Curb Ramp Flares	Missing Where Required, Too Steep
Parking Spaces	Inadequate Number of Spaces
Parking Stall and Access Aisle Dimensions	Dimensions not Meeting Minimum Requirements
Parking Stall and Access Aisle Slopes	Too Steep, Obstructions

SELF-EVALUATION CHECKLIST	
ISSUE	POSSIBLE BARRIERS
Signage	Inadequate Signage and/or Sign Heights, Improper Symbols and Wording, No Van Accessibility

The information developed through the inventory process should be quantified and presented as a baseline so progress can be monitored and measured. The inventory information can be presented in a variety of ways including Aerial Photos, a Database or Spreadsheet, Site Plan Drawings, or a Geographic Information System (GIS). As part of the Transition Plan, SDA has provided a spreadsheet and a site plan in the form of a marked aerial photograph or old drawing for each site to note the deficiencies found as part of the self-evaluation. These can be found for each individual site in the report appendices.

Self-evaluation also must continue to take place after the Transition Plan is complete. Periodic reviews and updates to the Plan must be conducted to ensure ongoing compliance with ADA requirements. Self-evaluation activities would then consist of reviewing the Plan to determine the level of compliance, and determine if any additional areas of upgrade are needed. If deficiencies are found, these are catalogued, and the Transition Plan is updated to detail how and the barriers to pedestrian access will be removed.

SELF-EVALUATION FINDINGS AND CORRECTIVE ACTIONS:

Below is an overview of each City-owned facility that notes the deficiencies that were found during the on-ground accessibility surveys. Furthermore, each description for the individual facilities includes the necessary corrective action improvements that should be taken to bring the non-conforming item into compliance with ADA standards.

Brookfarm Park

The ADA areas provided consist of accessible routes (AR) which may include pathways, bridges, and sidewalks. Please refer to the Brookfarm Park plans (Appendix A) for locations of the areas discussed below.

There are no accessible parking spaces and no parking areas in general at this park. Consideration should be given to adding a van accessible space, access aisle, and sign at the south end of Ripple Creek near the park's northwest entrance.

Accessible Route No. 1 is located leading from the East Willowbrook public right-of-way park entrance to Accessible Route No. 2. This asphalt pathway route contains very steep slopes that are not compliant with ADA standards. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 2 is the wood bridge located leading from Accessible Route No. 1 to Accessible Route No. 3. The bridge contains cross-slopes measured between 2.0% to 5.0%. The bridge also contains stairs which are not ADA compliant. The bridge should be removed and replaced. The surrounding areas should be re-graded to provide a smooth surface free of stairways with a maximum



running slope of 5.0% and a maximum cross-slope of 2.0%. Therefore, major re-grading of the bridge and the surrounding concrete and asphalt may be necessary.

Accessible Route No. 3 is located leading from Accessible Route No. 2 to the northwest Ripple Creek public right-of-way park entrance. There is one small isolated area within the route located just west of the Accessible Route No. 2 bridge where the running slope was measured between 5.0% and 7.6%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 4 is the wood bridge located leading from the Village Oak Elementary School site to Accessible Route No. 5. The bridge contains slopes measured above the maximum ADA compliant slopes. The bridge also contains changes in elevations which are not ADA compliant. The bridge should be removed and replaced. The surrounding areas should be re-graded to provide a smooth surface with a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length. It should be noted that the bridge was blocked off and noted as closed at the time of the ADA survey.

Accessible Route No. 5 is located leading from Accessible Route No. 4 to Accessible Route No. 3. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

A detailed description of the items listed above is located in Appendix A.

CEMS Building

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the CEMS Building plans (Appendix B) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located in the northwest corner of the parking lot. This site's parking lot has a total of 14 parking spaces (one is designated as an accessible space). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires one ADA space be provided, with it being designated as van accessible. There was no access aisle provided for the accessible space. Therefore, the striping layout should be revised to provide an access aisle with a minimum width of 96 inches for the van accessible access aisle. If the slopes are measured to be above 2.0%, remove the existing asphalt pavement, re-grade, and replace to provide a maximum slope of 2.0% in all directions. Add a van accessible sign to the existing post and maintain a minimum of 60 inches of clearance from the ground surface to the bottom of the lowest sign.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to Accessible Route No. 2. This route includes concrete Curb Ramp No. 1 which was found to be in compliance with the 2010 ADA Standards for Accessible Design. The existing asphalt surface of this route has areas of deterioration that are causing trip hazards, making this a non-compliant ADA accessible route. Since

the existing slopes are generally compliant aside from the surface inconsistencies, the pavement should be resurfaced to provide a smooth compliant surface for the accessible route.

Accessible Route No. 2 is located leading from Accessible Route No. 1 to the building entrance. The existing concrete sidewalk surface of this route has areas of deterioration and cracks that are causing trip hazards, making this a non-compliant ADA accessible route. The deteriorated and cracked areas of the sidewalk should be removed and replaced to provide a smooth compliant surface for the accessible route.

A detailed description of the items listed above is located in Appendix B.

Civic Center

The ADA areas are divided into three areas: accessible parking areas (APA), passenger loading zones (PLZ), and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways and sidewalks. Passenger loading zones include areas that are used to drop off and pick up passengers. Please refer to the Civic Center plans (Appendix C) for locations of the areas discussed below.

Accessible Parking Area No. 1 and Accessible Parking Area No. 2 are located on the north side of the building. The north parking lot includes a total of 25 parking spaces (six are designated as accessible spaces and two as van accessible). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires one ADA space be provided, with it being designated as van accessible.

Accessible Parking Area No. 1 is located on the west side of the north circular drive. The existing slopes at the current Accessible Parking Area No. 1 layout were measured to be at or below the 2.0% maximum in all directions. However, the van accessible access aisle is currently measured at 88 inches wide, which is less than the 96 inch minimum. Therefore, a revised layout should be re-stripped with all accessible parking stalls at a minimum width of 96 inches, and access aisles at a minimum width of 60 inches, with the exception of one being a minimum width of 96 inches for the one required van accessible stall. All signs were in compliance with ADA standards.

Accessible Parking Area No. 2 is located on the east side of the north circular drive. The existing asphalt pavement slopes at the current Accessible Parking Area No. 2 layout were found to exceed the 2.0% maximum and should be re-graded to provide a maximum slope of 2.0% in all directions. The existing van accessible access aisle is currently measured at 88 inches wide, which is less than the 96 inch minimum. Therefore, a revised layout should be re-stripped with all accessible parking stalls at a minimum width of 96 inches, and access aisles at a minimum width of 60 inches, with the exception of one being a minimum width of 96 inches for the one required van accessible stall. All signs were in compliance with ADA standards.

Accessible Parking Area No. 3, Accessible Parking Area No. 4 and Accessible Parking Area No. 5 are located on the south side of the building. The south parking lot includes a total of 334 parking spaces (fifteen are designated as accessible spaces and none as van accessible). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires eight ADA spaces be provided, with two of these being designated as van accessible.



Accessible Parking Area No. 3 is located on the west side of the dividing island running down the center of the south parking lot. The existing asphalt pavement slopes at the current Accessible Parking Area No. 3 layout were found to exceed the 2.0% maximum and should be re-graded to provide a maximum slope of 2.0% in all directions. Furthermore, one of the accessible spaces is not served by an access aisle. Therefore, a revised layout should be re-striped with all accessible parking stalls at a minimum width of 96 inches, and access aisles at a minimum width of 60 inches, with the exception of one being a minimum width of 96 inches for the one required van accessible stall. The parking does not provide individual accessible sign units for each accessible stall. Therefore, five sign units should be installed (one with a van accessible sign) with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Parking Area No. 4 is located on the east side of the dividing island running down the center of the south parking lot. The existing asphalt pavement slopes at the current Accessible Parking Area No. 4 layout were found to exceed the 2.0% maximum and should be re-graded to provide a maximum slope of 2.0% in all directions. Furthermore, one of the accessible spaces is not served by an access aisle. Therefore, a revised layout should be re-striped with all accessible parking stalls at a minimum width of 96 inches, and access aisles at a minimum width of 60 inches, with the exception of one being a minimum width of 96 inches for the one required van accessible stall. The parking does not provide individual accessible sign units for each accessible stall. Therefore, five sign units should be installed (one with a van accessible sign) with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Parking Area No. 5 is located in the small parking area at the northeast corner of the south parking lot. The existing asphalt pavement slopes at the current Accessible Parking Area No. 5 layout were found to exceed the 2.0% maximum and should be re-graded to provide a maximum slope of 2.0% in all directions. The parking does not provide individual accessible sign units for each accessible stall. Therefore, five sign units should be installed (one with a van accessible sign) with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

Passenger Loading Zone No. 1 is located within the north drive lane of the south parking lot, west of the building entrance. The zone's dimensions and slopes were found to be compliant with ADA standards. However, the access aisle is not marked or hatched to discourage parking within the aisle. Additionally, there is no curb ramp provided within the adjacent concrete sidewalk to allow access from the loading zone to the sidewalk. Hatched markings should be striped within the zone to discourage parking, and an ADA compliant parallel concrete curb ramp should be installed in the adjacent concrete sidewalk to provide access to the building from the passenger loading zone.

Passenger Loading Zone No. 2 is located within the north drive lane of the south parking lot, east of the building entrance. The zone's dimensions and slopes were found to be compliant with ADA standards. However, the access aisle is not marked or hatched to discourage parking within the aisle. Additionally, there is no curb ramp provided within the adjacent concrete sidewalk to allow access from the loading zone to the sidewalk. Hatched markings should be striped within the zone to discourage parking, and an ADA compliant parallel concrete curb ramp should be installed in the adjacent concrete sidewalk to provide access to the building from the passenger loading zone.

Accessible Route No. 1 is located leading from the Ten Mile Road public right-of-way to Accessible Route No. 2. This route includes parallel Curb Ramp No. 1, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.



Accessible Route No. 2 is located leading from Accessible Route No. 1 to Accessible Route No. 3. This route includes parallel Curb Ramp No. 2, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 3 is located leading from Accessible Route No. 2 to Accessible Route No. 4. The concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 4 is located leading from Accessible Route No. 3 and No. 4 to the north building entrance. The concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 5 is located leading from Accessible Route No. 4 to Accessible Route No. 6. The concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 6 is located leading from Accessible Route No. 5 to Accessible Route No. 7. This route includes parallel Curb Ramp No. 3, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 7 is located leading from Accessible Route No. 6 to Accessible Route No. 8. This route includes parallel Curb Ramp No. 4, which was found to be ADA compliant. The route also includes Curb Ramp No. 5, which was also found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 8 is located leading from Accessible Route No. 7 to Accessible Route No. 9. The asphalt pavement accessible route was found to be in compliance with ADA standards.

Accessible Route No. 9 is located leading from Accessible Route No. 8 to the Ten Mile Road public right-of-way. This route includes parallel Curb Ramp No. 6, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 10 is located leading from the Ella Mae Power Park site to Accessible Route No. 11 and No. 13. The asphalt pavement accessible route was found to be in compliance with ADA standards.

Curb Ramp No. 7 is located leading from Accessible Route No. 10 to Accessible Routes No. 11 and No. 13. The parallel concrete curb ramp was found to be in compliance with ADA standards.

Accessible Route No. 11 is located leading from Curb Ramp No. 7 to Accessible Route No. 12. This route includes parallel Curb Ramp No. 8, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 12 is located leading from Accessible Route No. 11 to Curb Ramp No. 10. This route includes parallel Curb Ramp No. 9, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Curb Ramp No. 10 is located leading from Accessible Routes No. 12 and No. 14 to Accessible Route No. 15. The concrete curb ramp was found to be in compliance with ADA standards.



Accessible Route No. 13 is located leading from Curb Ramp No. 7 to Accessible Route No. 14. This route includes parallel Curb Ramp No. 11, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 14 is located leading from Accessible Route No. 13 to Curb Ramp No. 10. This route includes parallel Curb Ramp No. 12, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 15 is located leading from Curb Ramp No. 10 to Curb Ramp No. 13. The asphalt pavement accessible route was found to be in compliance with ADA standards.

Curb Ramp No. 13 is located leading from Accessible Route No. 15 to Accessible Routes No. 16, No. 21 and No. 23. The concrete curb ramp was found to be in compliance with ADA standards.

Accessible Route No. 16 is located leading from Curb Ramp No. 13 to Accessible Route No. 17. This route includes Curb Ramp No. 14, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 17 is located leading from Accessible Route No. 16 to Accessible Route No. 18. The asphalt pavement accessible route was found to be in compliance with ADA standards.

Accessible Route No. 18 is located leading from Accessible Route No. 17 to Accessible Route No. 19. This route includes Curb Ramp No. 15, which was found to be ADA compliant. The route also includes Curb Ramp No. 16, which was found to be ADA compliant as well. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 19 is located leading from Accessible Route No. 18 to Accessible Route No. 20. The asphalt pavement accessible route was found to be in compliance with ADA standards.

Accessible Route No. 20 is located leading from Accessible Route No. 19 to the adjacent high school site. This route includes Curb Ramp No. 17, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 21 is located leading from Curb Ramp No. 13 to Accessible Route No. 22. This route includes Curb Ramp No. 18, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 22 is located leading from Accessible Route No. 21 to Curb Ramp No. 19. The asphalt pavement accessible route was found to be in compliance with ADA standards.

Curb Ramp No. 19 is located leading from Accessible Route No. 22 to the adjacent Police Department site sidewalk. The concrete curb ramp was found to be in compliance with ADA standards.

Accessible Route No. 23 is located leading from Curb Ramp No. 13 to Accessible Route No. 24. This route includes Curb Ramp No. 20, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 24 is located leading from Accessible Route No. 23 to Accessible Route No. 25. The asphalt pavement accessible route was found to be in compliance with ADA standards.

Accessible Route No. 25 is located leading from Accessible Route No. 24 to the south building entrance. This route includes Curb Ramp No. 21, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 26 is located leading from Accessible Route No. 25 to Passenger Loading Zone No. 1. The concrete sidewalk accessible route was found to be in compliance with ADA standards.

Accessible Route No. 27 is located leading from Accessible Route No. 25 to Accessible Parking Area No. 5. This route includes Curb Ramp No. 22, which was found to be ADA compliant. The remainder of the concrete sidewalk accessible route was found to be in compliance with ADA standards.

A detailed description of the items listed above is located in Appendix C.

Department of Public Services

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the Department of Public Services plans (Appendix D) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located at the front doors of the Public Services Building. This building's parking lot includes a total of 32 parking spaces (one is designated as an accessible space). There are additional spaces within the site that are reserved solely for city owned cars and are not included in the parking count. According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires two ADA spaces be provided, with one of these designated as a van accessible space. A portion of the access aisle had cross-slopes measured between 2.0% and 3.0%. Furthermore, the access aisle width measured under the minimum of 96 inches for van accessible stalls. Remove the existing asphalt pavement, re-grade and replace to provide a maximum slope of 2.0% in all directions. The striping layout should be revised to provide an access aisle and a second accessible space adjacent to the current accessible space with a minimum width of 96 inches. If the slopes are measured to be above 2.0%, remove the existing asphalt pavement, re-grade, and replace to provide a maximum slope of 2.0% in all directions. Add a van accessible sign to the existing post and maintain a minimum of 60 inches of clearance from the ground surface to the bottom of the lowest sign. Install a second ADA sign unit at the second proposed parking space with a minimum clearance of 60 inches from the ground to the bottom of the lowest sign.

Accessible Parking Area No. 2 is located at the front of the Firearms Training Center Building. This building's parking lot includes a total of 22 parking spaces (one is designated as an accessible space). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires one ADA space be provided, with it designated as being van accessible. The access aisle width measured under the minimum 96 inches. Therefore, the striping layout should be revised to provide an access aisle with a minimum width of 96 inches. If the slopes are measured to be above 2.0%, remove the existing asphalt pavement, re-grade, and replace to provide a maximum slope of 2.0% in all directions. Add a van accessible sign to the existing post and maintain a minimum of 60 inches of clearance from the ground surface to the bottom of the lowest sign.



Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to the Public Service Building. The existing surface of this route has minor spalls and lips at the joints that are causing trip hazards, making this a non-compliant ADA accessible route. Remove the lips at the joints by diamond grinding or concrete leveling. Seal all minor spalls to provide a smooth accessible route. Provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0% for the route.

Accessible Route No. 2 is located leading from Accessible Parking Area No. 2 to Accessible Route No. 3. There are multiple spots where the cross-slopes are measured between 2.0% and 3.0%. The non-compliant areas of the route should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 3 is located leading from Accessible Route No. 2 to the Firearms Training Center building entrance. This route also includes Curb Ramp No. 1. Curb Ramp No. 1 has running slopes measured between 8.3% and 9.4%. Furthermore, there are multiple spots along the sidewalk with cross-slopes between 2.0% and 3.0%. Replace the curb ramp to provide ADA compliant running slopes at or below 8.3% and a level landing at the top of the ramp with a slope of 2.0% in every direction. The sidewalk should also be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

A detailed description of the items listed above is located in Appendix D.

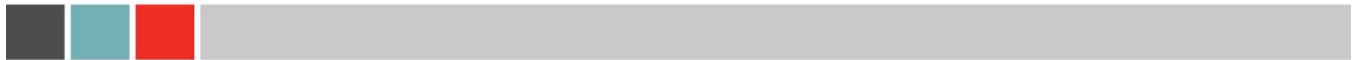
Ella Mae Power Park

The ADA areas are divided into three areas: accessible parking areas (APA), accessible routes (AR), and play areas (PA). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Play areas include the surface areas surrounding the site play structures. Please refer to the Ella Mae Power Park plans (Appendix E) for locations of the areas discussed below.

Accessible Parking Area No. 1 and Accessible Parking Area No. 2 are located in the main lot at the south end of the park. This parking lot includes a total of 136 parking spaces (six are designated as accessible spaces and none are designated as van accessible). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires five ADA spaces be provided, with one of these designated as van accessible. Accessible Parking Area No. 1 is missing a van accessible sign and should have one attached to the existing sign post while maintaining a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. Re-stripe Accessible Parking Area No. 1 to provide a van accessible access aisle with a minimum width of 96 inches. Accessible Parking Area No. 2 has three accessible access aisles that measure 56 inches. Re-stripe Accessible Parking Area No. 2 to provide accessible access aisles with a minimum width of 60 inches.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to Accessible Route No. 2. The existing asphalt surface of this route has areas of deterioration that is causing trip hazards making this a non-compliant ADA accessible route. The deteriorated areas of the pathway should be replaced to provide a smooth surface free of openings and elevation changes.

Accessible Route No. 2 runs around the perimeter of Play Area #1. There are isolated spots where the cross-slopes are measured between 2.0% and 3.5%, and there are also areas of deterioration that cause trip hazards making this a non-compliant ADA accessible route. The non-compliant areas of the



pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 3 is located leading from Accessible Route No. 2 to Play Area No. 2. There are isolated areas with running slopes measured between 5.0% and 5.7%. There are also isolated areas with cross-slopes measured between 2.0% and 8.0%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 4 is located leading from Accessible Route No. 2 to Accessible Route No. 5. There are multiple spots where the running slopes were measured between 5.0% and 6.5%. There are also multiple spots where the cross-slopes were measured between 2.0% and 5.0%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 5 is located leading from Accessible Route No. 6 to Accessible Route No. 7. There are multiple spots where the cross-slopes were measured between 2.0% and 7.0%. There are also areas of deterioration that cause trip hazards making this a non-compliant ADA accessible route. The non-compliant areas of the pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 6 is located leading from Accessible Route No. 2 to Accessible Route No. 9. There are multiple spots where the cross-slopes were measured between 2.0% and 4.4%. These areas of the pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 7 is located leading from Accessible Route No. 6 to Accessible Route No. 8. There is a small isolated area at the north end where the cross-slopes are measured between 2.0% and 5.0%. This area of the pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 8 is located leading from Accessible Route No. 7 to Accessible Route No. 9. There are small isolated areas where the running slopes are measured between 5.0% and 6.9%. These areas of the pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 9 runs around the perimeter of the building located in the center of the four baseball diamonds. There are areas where the cross-slopes are measured between 2.0% and 6.0%. This pavement should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 10 is located leading from Accessible Route No. 9 to Accessible Route No. 5 and Accessible Route No. 11. There are multiple spots where the cross-slopes are measured between 2.0% and 5.8%. There is one isolated spot where the running slope is measured at 6.0%. This pathway

should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 11 is located leading from Accessible Route No. 10 to the east public right-of-way. There are areas of deterioration that cause trip hazards making this a non-compliant ADA accessible route. The non-compliant areas of the pathway should be replaced to provide a smooth surface free of openings or changes in elevation.

Accessible Route No. 12 is located leading from Accessible Route No. 9 to Accessible Route No. 13. There are portions where the cross-slopes were measured between 2.0% and 3.5%. These isolated areas of the pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 13 is located leading from Accessible Route No. 9 to the northern Civic Center parking lot. This route includes Curb Ramp No. 1 which was found to be compliant with the 2010 ADA Standards for Accessible Design. There are isolated spots at the north end of the pathway where the running slopes measured between 5.0% and 10%. There are also isolated spots at the north end of the pathway where the cross-slopes measured between 2.0% and 6.0%. These isolated areas of the pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Play Area No. 1 is located at the south end of Accessible Route No. 6 and at the east end of Accessible Route No. 1. The play area surface material is not level with the sidewalk that leads into the play area due to a raised concrete curb border surrounding the entire perimeter of the play area. This creates a steep and abrupt change in elevation at the play area's entrance. An asphalt or concrete path should be installed cut into the raised curb border to provide a smooth entrance into the play area with ADA compliant slopes.

Play Area No. 2 is located to the east of Accessible Route No. 6 and to the west of Accessible Route No. 3. The accessible route leading up to the play area connects to an elevated bridge portion of the structure that leads to a slide down to the play area woodchip surface. Therefore, the play area surface is actually a level lower than the accessible route into the play area. The play area surface is then surrounded by a raised border with no accessible route out of the play area. Furthermore, there is a change in level where the ingress accessible route meets the play structure. There should be a flush transition provided from the ingress accessible route to the elevated bridge portion of the play structure. An accessible route with compliant slopes out of the lower play area surface should be provided as well.

A detailed description of the items listed above is located in Appendix E.

Fire Station No. 1

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the Fire Station No. 1 plans (Appendix F) for locations of the areas discussed below.



Accessible Parking Area No. 1 is located at the front of the fire station. The site's parking lot includes a total of 30 parking spaces (one designated as an accessible space). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires two ADA spaces be provided, with one designated as van accessible. This area will require one additional accessible space and sign to be added to the parking area meeting the 2010 ADA Standards for Accessible Design. The existing accessible access aisle was measured to be 92 inches wide. Therefore, the striping layout should be revised to provide an access aisle and accessible space adjacent to the current accessible space with a minimum width of 96 inches. If the slopes are measured to be above 2.0%, remove the existing asphalt pavement, re-grade, and replace to provide a maximum slope of 2.0% in all directions. Add a van accessible sign to the existing post and maintain a minimum of 60 inches of clearance from the ground surface to the bottom of the lowest sign. Install a second ADA sign unit at the proposed parking space with a minimum clearance of 60 inches from the ground to the bottom of the lowest sign.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to the entrance to the Fire Station. This route also includes Curb Ramp No. 1 which was found to be in compliance with the 2010 ADA Standards for Accessible Design. The remaining concrete sidewalk was found to have one flag that had a running slope measured at 6.0%. This leg of the sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

A detailed description of the items listed above is located in Appendix F.

Fire Station No. 2

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, ramps (R), and sidewalks. Please refer to the Fire Station No. 2 plans (Appendix G) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located at the front of the fire station. The site's parking lot includes a total of 13 parking spaces (one is designated as a van accessible space). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires one ADA space be provided, with it designated as being van accessible. Therefore, this area is in compliance with the 2010 ADA Standards for Accessible Design for the number of accessible spaces. There are multiple spots where the slopes are measured between 2.0% and 2.7%, and the access aisle was measured to be 91 inches wide, which is less than the minimum width of 96 inches for a van accessible access aisle. Remove the existing concrete pavement, re-grade, and replace to provide a maximum slope of 2.0% in all directions. The striping layout should be revised to provide an access aisle with a minimum width of 96 inches.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to Ramp No. 1. There are multiple spots where the cross-slopes are measured between 2.0% and 3.0%. This concrete pavement should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Ramp No. 1 is located leading from the Accessible Route No. 1 to the entrance doors of the building. Install ADA compliant handrails along both sides of the ramp length, and install a level landing at the bottom of the ramp with 2.0% maximum slopes in every direction.



A detailed description of the items listed above is located in Appendix G.

Fire Station No. 3

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, ramps (R), and sidewalks. Please refer to the Fire Station No. 3 plans (Appendix H) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located in the northeast corner of the parking lot. The site's lot includes a total of 11 parking spaces (one is designated as an accessible space). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires one ADA space be provided, with it being designated as van accessible. There are portions of the asphalt pavement where the slopes were measured between 2.0% and 5.0%. Furthermore, there is no accessible access aisle provided and no van accessible sign. Remove the existing asphalt pavement, re-grade and replace to provide a maximum slope of 2.0% in all directions. Stripe an adjacent access aisle with a minimum width of 96 inches. If the slopes are above 2.0% remove the existing asphalt pavement, re-grade and replace to provide a maximum slope of 2.0% in all directions at this location as well. Install an ADA sign unit including a van accessible sign at the accessible parking space with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to Ramp No. 1. There are multiple cross-slopes measured between 2.0% and 3.0%. This route should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Ramp No. 1 is located between Accessible Route No. 1 and Accessible Route No. 2. The cross-slopes on the ramp were measured between 2.0% and 3.1% and no handrails or level landings were provided. Remove and replace the existing ramp with ADA compliant slopes, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 2 is located leading from Ramp No. 1 to the front doors of the building. There is no level landing provided at the entrance doors, and the cross-slopes were measured between 2.0% and 3.0%. This sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. Provide a level landing at the entrance doors with a maximum slope of 2.0% in all directions.

A detailed description of the items listed above is located in Appendix H.

Fire Station No. 4 Training Center

The ADA areas are divided into two areas: accessible parking areas (APA), and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the Fire Station No. 4 Training Center plans (Appendix I) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located south of the building. The site's parking lot has a total of 40 parking spaces (two are designated as van accessible spaces). According to the 2010 ADA Standards



for Accessible Design, the total number of parking spaces requires two ADA spaces be provided with one designated as van accessible. The existing van accessible access aisle width was measured to be under the minimum 96 inches. Therefore, the striping layout should be revised to provide an access aisle with a minimum width of 96 inches. Furthermore, the concrete pavement is experiencing minor cracking and spalling deterioration that are creating slight openings within the pavement. These cracks and joints should be sealed to provide a smooth surface free of non-compliant openings.

Accessible Route No. 1 is located leading from the Accessible Parking Area No. 1 to the south doors of the building. Concrete Curb Ramp No. 1 has a running slope exceeding the maximum of 8.3% and side flares exceeding the maximum slope as well. There is also no level landing provided at the top of the ramp or at the building's entrance doors. Remove the existing ramp and install a new ramp with slopes that are compliant with the 2010 ADA Standards for Accessible Design. The sidewalk should be removed and re-grade to provide level landings with maximum slopes of 2.0% in every direction at the top of the ramp and at the building doors. The sidewalk should have a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 2 is located leading from the public right-of-way to Accessible Route No. 1. The concrete sidewalk is experiencing minor heaving and spalling, creating non-compliant changes in elevation and openings. The isolated flags of concrete that are heaved should be removed and replaced to provide a smooth surface and all cracks and joints should be sealed.

A detailed description of the items listed above is located in Appendix I.

Fuerst Park

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the Fuerst Park plans (Appendix J) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located in the northwest corner of the Novi High School parking lot. Since majority of this parking lot is utilized by the high school, the far west portion of the lot west of the dividing planter was used for the total Fuerst Park parking count. This parking area includes a total of 87 parking spaces (three are designated as accessible spaces and none are designated as van accessible). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires four ADA spaces be provided, with one of these designated as van accessible. Re-stripe the current layout to add an accessible space (minimum width of 96 inches) and accessible access aisle (minimum width of 60 inches) to the current layout. If the existing slopes for the additional accessible parking space and access aisle are above 2.0%, re-grade the asphalt pavement to provide a maximum slope of 2.0% in every direction. The existing accessible spaces already had slopes measured between 2.0% and 4.4%. Remove the existing pavement, re-grade and replace to provide a maximum slope of 2.0% in every direction. A fourth accessible sign unit should be installed with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign for the fourth proposed accessible stall. A van accessible sign should be added to one of the existing sign units while maintaining a minimum of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to Accessible Route No. 2. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.



Accessible Route No. 2 is located leading from Accessible Route No. 1 to the bathroom building and Accessible Route No. 4. This route includes Curb Ramp No. 1 which does not have a level landing at the top of the ramp. Install a level landing at the top of the ramp with a slope of 2.0% in every direction. A portion of the concrete sidewalk has a cross-slope measured between 2.0% and 2.8%. Furthermore, the sidewalk leading up to the men's and women's bathrooms have longitudinal slopes measured between 5.0% and 6.0%. There is also a drastic elevation change due to the settlement of the concrete. The non-compliant areas of the sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. The sidewalks leading up to the bathrooms should be removed and re-graded to eliminate the lips due to the settlement of the concrete. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 3 is located leading from Accessible Route No. 2 to Accessible Route No. 4. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 4 is the main circular path that runs around the center of the park. There are multiple isolated spots where the cross-slopes are measured between 2.0% and 3.4%. The non-compliant areas of the sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 5 is located leading from Accessible Route No. 4 to the Novi High School Entrance drive. There was no curb ramp provided at the south end of the sidewalk where it meets the asphalt entrance drive. Install a concrete curb ramp at this end of the sidewalk with compliant ADA slopes and a level landing (maximum slope of 2.0% in every direction) at the top of the ramp.

Accessible Route No. 6 is the west path leading off of Accessible Route No. 5. There are multiple spots where the cross-slopes are measured between 2.0% and 4.3%. Re-grade the isolated areas of concrete sidewalk and brick pavers to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 7 is the east path leading off of Accessible Route No. 5. There are multiple spots where the cross-slopes are measured between 2.0% and 4.0%. Re-grade the isolated areas of concrete sidewalk and brick pavers to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 8 is located leading from Accessible Route No. 4 to the Taft Road public right-of-way. There are multiple spots where the cross-slopes are measured between 2.0% and 3.4%. Re-grade the isolated areas of concrete sidewalk to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 9 is located leading from Accessible Route No. 4 to the Taft Road public right-of-way. There are multiple spots where the cross-slopes are measured between 2.0% and 2.7%. Re-grade the isolated areas of concrete sidewalk to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 10 is located leading from Accessible Route No. 4 to the Ten Mile Road public right-of-way. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 11 is located leading from Accessible Route No. 4 to the north Novi Library sidewalk path. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 12 is located leading from Accessible Route No. 4 to the south Novi Library sidewalk path. There are portions of the route with cross-slopes measured between 2.0% and 3.5%. Re-grade the isolated areas of concrete sidewalk to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 13 is located leading from Accessible Route No. 4 to the southwest portion of the gravel pathway located in the center of the park. There are multiple spots where the running slopes are measured between 5.0% and 6.6%. Re-grade the isolated areas of concrete sidewalk to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 14 is located leading from Accessible Route No. 4 to the northwest portion of the gravel pathway located in the center of the park. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 15 is located leading from Accessible Route No. 4 to the northeast portion of the gravel pathway located in the center of the park. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

A detailed description of the items listed above is located in Appendix J.

ITC Community Sports Park

The ADA areas are divided into three areas: accessible parking areas (APA), accessible routes (AR), and play areas (PA). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways and sidewalks. Play areas include the surface areas surrounding the site play structures. Please refer to the ITC Community Sports Park plans (Appendix K) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located at the southeast corner of the site's southeast parking lot. The lot's surface is comprised of both asphalt and gravel, which makes it difficult to determine the actual number of parking spaces provided, but it is estimated that the lot includes a total of 78 parking spaces (two are designated as accessible spaces and none as van accessible). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires four ADA spaces be provided, with one of these designated as van accessible. Therefore, two additional accessible spaces, one additional access aisle, and two additional sign units should be added to Accessible Parking Area No. 1. This will require extending the paved asphalt surface to allow for the extra room needed for the additional stalls and aisles. The existing accessible slopes at the current Accessible Parking Area No. 1 layout exceed the maximum allowable slope of 2.0%, and the asphalt pavement should be re-graded to



provide a maximum slope of 2.0% in all directions. Once the pavement is extended and the existing slopes are corrected, a revised layout should be re-striped with all accessible parking stalls at a minimum width of 96 inches, and access aisles at a minimum width of 60 inches, with the exception of one being a minimum width of 96 inches for the one required van accessible stall. Two accessible sign units should be installed for the two added stalls with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. One of the four sign units should include a van accessible sign.

Accessible Parking Area No. 2 is located at the northwest corner of the site's southwest parking lot. The lot's surface is comprised of both asphalt and gravel, which makes it difficult to determine the actual number of parking spaces provided, but it is estimated that the lot includes a total of 126 parking spaces (six are designated as accessible spaces and none as van accessible). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires five ADA spaces be provided, with one of these designated as van accessible. Only one of the six existing ADA stalls (northernmost stall) contains slopes exceeding the maximum allowable slope of 2.0%. The asphalt pavement within this stall should be re-graded to provide a maximum slope of 2.0% in all directions. A revised layout should be re-striped to provide an access aisle directly adjacent to each accessible stall. This may include shifting the accessible parking stalls around and eliminating the sixth ADA stall since it is not required by the total parking count. All accessible parking stalls should be striped at a minimum width of 96 inches, and access aisles at a minimum width of 60 inches, with the exception of one being a minimum width of 96 inches for the one required van accessible stall. The sixth ADA sign unit may be removed if the corresponding stall is removed as well. Existing signs may need to be relocated due to the revised striping layout and one van accessible sign needs to be retrofitted to one of the existing sign units while maintaining a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Parking Area No. 3 is located at the northeast corner of the site's east parking lot. The lot's surface is comprised of both asphalt and gravel, which makes it difficult to determine the actual number of parking spaces provided, but it is estimated that the lot includes a total of 95 parking spaces (three are designated as accessible spaces and none as van accessible). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires four ADA spaces be provided, with one of these designated as van accessible. Therefore, one additional accessible space, one additional access aisle, and one additional sign unit should be added to Accessible Parking Area No. 3. The existing accessible slopes at the current Accessible Parking Area No. 3 layout were measured to be in compliance with ADA standards with slopes at or below 2.0% in all directions. However, a revised layout is required for the entire ADA area to provide all accessible parking stalls at a minimum width of 96 inches, and access aisles at a minimum width of 60 inches, with the exception of one being a minimum width of 96 inches for the one required van accessible stall. One additional accessible sign unit should be installed for the additional stall with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. The remaining existing signs units may need to be relocated due to the revised striping layout. One existing sign unit should be adjusted to include a van accessible sign while maintaining a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Parking Area No. 4 is located at the southwest corner of the site's west parking lot. The lot's surface is comprised of both asphalt and gravel, which makes it difficult to determine the actual number of parking spaces provided, but it is estimated that the lot includes a total of 117 parking spaces (four are designated as accessible spaces and none as van accessible). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires five ADA spaces be



provided, with one of these designated as van accessible. Therefore, a revised striping layout is required that includes two additional accessible spaces, two additional access aisles, and one additional sign unit for Accessible Parking Area No. 4. This will require extending the paved asphalt surface to allow for the extra room needed for the additional stalls and aisles. The existing accessible slopes at the current Accessible Parking Area No. 4 layout are at or below 2.0%. Once the pavement is extended, a revised layout should be re-striped with all accessible parking stalls at a minimum width of 96 inches, and access aisles at a minimum width of 60 inches, with the exception of one being a minimum width of 96 inches for the one required van accessible stall. One accessible sign unit should be installed for the additional stall with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. A portion of the remaining sign units may need to be relocated due to the revised striping layout. One existing sign unit should be adjusted to include a van accessible sign while maintaining a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

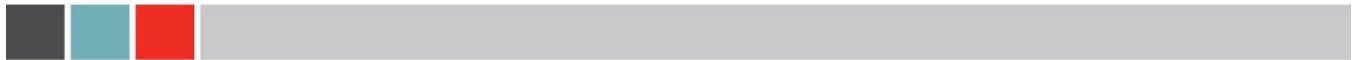
Accessible Parking Area No. 5 is located at the southeast corner of the site's north parking lot. The lot's surface is comprised of both asphalt and gravel, which makes it difficult to determine the actual number of parking spaces provided, but it is estimated that the lot includes a total of 175 parking spaces (two are designated as accessible spaces and none as van accessible). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires six ADA spaces be provided, with one of these designated as van accessible. Therefore, a revised striping layout is required that includes four additional accessible spaces, two additional access aisles, and four additional sign units for Accessible Parking Area No. 4. This will require extending the paved asphalt surface to allow for the extra room needed for the additional stalls and aisles. The existing accessible slopes at the current Accessible Parking Area No. 5 layout are at or below 2.0%. Once the pavement is extended, a revised layout should be re-striped with all accessible parking stalls at a minimum width of 96 inches, and access aisles at a minimum width of 60 inches, with the exception of one being a minimum width of 96 inches for the one required van accessible stall. Four accessible sign units should be installed for the additional stall with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. One of the new sign units should include a van accessible sign.

Accessible Route No. 1 is located leading from the Eight Mile Road right-of-way to Accessible Route No. 2. The asphalt pathway accessible route was found to be in compliance with ADA standards.

Accessible Route No. 2 is located leading from Accessible Route No. 1 to Accessible Route No. 5. This route includes Curb Ramp No. 1, which was found to have compliant running slopes and cross-slopes but was not fitted with a level landing at the top of the ramp. Therefore, the asphalt pavement should be re-graded to include a level landing at the top of the ramp. The remainder of the asphalt pathway accessible route contains cross-slopes measured between 2.0% and 6.4%. This route should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 3 is located leading from Accessible Parking Area No. 1 to Accessible Route No. 4. The asphalt pathway accessible route was found to be in compliance with ADA standards.

Accessible Route No. 4 consists of the concrete sidewalk under the picnic canopy area located leading from Accessible Route No. 3. The slopes within the concrete sidewalk were generally found to be compliant with ADA standards. However, the southeast corner of the concrete near one of the bathroom entrances contains multiple cracks, creating an abrupt change in elevation. The cracked flags of concrete should be repaired to provide a smooth surface free of openings and level changes.



Accessible Route No. 5 is located leading from Accessible Route No. 2 to Accessible Route No. 9. This route includes Curb Ramp No. 2, which was found to have ADA compliant slopes but does not include a level landing at the top of the ramp. Therefore, the asphalt pavement should be re-graded to include a level landing at the top of the ramp. The remainder of the asphalt pathway contains cross-slopes between 2.0% and 5.6%, and should be re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 6 is located leading from Accessible Route No. 5 to the basketball courts. The asphalt pathway contains one isolated area with longitudinal running slopes between 5.0% and 9.3% and a second isolated area with cross-slopes between 2.0% and 3.1%. This pathway should be removed and re-graded at these isolated areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 7 is located leading from Accessible Route No. 5 to the tennis courts. The asphalt pathway route contains one isolated area with longitudinal running slopes measured between 5.0% and 6.5%. Cross-slopes were found to be between 2.0% and 3.9%. This pathway should be removed and re-graded at these isolated areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 8 is located leading from Accessible Route No. 1 to Accessible Route No. 9. This route includes Curb Ramp No. 3, which was found to have running slopes exceeding 8.3% up to 11.4%, cross-slopes exceeding 2.0% up to 2.8%, and no level landing. The curb ramp should be re-graded to provide an ADA compliant running slope at or below 8.3%, cross-slopes at or below 2.0% and a level landing at the top of the ramp. The route also includes Curb Ramp No. 4, which was found to have running slopes exceeding 8.3% up to 10.0%, and no level landing. The curb ramp should be re-graded to provide an ADA compliant running slope at or below 8.3%, cross-slopes at or below 2.0% and a level landing at the top of the ramp. The remainder of the asphalt pathway was found to contain an isolated area with running slopes exceeding 5.0% up to 9.4% and multiple areas with cross-slopes between 2.0% and 11.3%. This pathway should be removed and re-graded at these isolated areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 9 is located leading from Accessible Route No. 5 to Accessible Route No. 11. The asphalt pathway contains multiple areas with cross-slopes between 2.0% and 5.5%. This pathway should be removed and re-graded at these areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 10 is located leading from Accessible Parking Area No. 3 to Accessible Routes No. 9 and No. 11. The asphalt pathway was found to be level and in compliance with ADA standards.

Accessible Route No. 11 is located leading from Accessible Route No. 9 to Accessible Routes No. 12 and No. 13. This route includes Curb Ramp No. 5, which was found to have ADA compliant slopes, but



does not include a level landing at the top of the ramp. The asphalt pathway should be re-graded to provide a level landing at the top of the ramp. The remainder of the asphalt pathway route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 12 is located leading from Accessible Route No. 11 to Accessible Route No. 14. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 13 is located leading from Accessible Route No. 11 to Accessible Route No. 14. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 14 is located leading from Accessible Parking Area No. 12 to Accessible Route No. 22. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 15 is located leading from Accessible Parking Area No. 14 to Accessible Route No. 19. The asphalt pathway contains multiple areas with cross-slopes between 2.0% and 5.0%. This pathway should be removed and re-graded at these areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 16 is located leading from Accessible Route No. 14 to one of the baseball diamonds. The asphalt pathway contains multiple areas with cross-slopes between 2.0% and 4.0%. This pathway should be removed and re-graded at these areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 17 is located leading from Accessible Route No. 22 to one of the baseball diamonds. The asphalt pathway contains multiple areas with cross-slopes between 2.0% and 3.6%. One isolated area also has a running slope of 8.5%. This pathway should be removed and re-graded at these areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 18 is located leading from Accessible Route No. 17 to one of the baseball diamonds. The asphalt pathway contains cross-slopes between 2.0% and 3.5%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 19 is located leading from Accessible Route No. 14 to Accessible Route No. 22. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 20 is located leading from Accessible Route No. 19 to Accessible Route No. 21. The asphalt pathway contains cross-slopes between 2.0% and 3.3%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 21 is located leading from Accessible Route No. 19 to one of the baseball diamonds. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 22 is the circular route in the middle of the baseball diamonds. The pathway contains cross-slopes between 2.0% and 2.7%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.



Accessible Route No. 23 is located leading from Accessible Route No. 22 to Accessible Route No. 24. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 24 is located leading from Accessible Route No. 26 to one of the baseball diamonds. The pathway contains cross-slopes between 2.0% and 9.4%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 25 is located leading from Accessible Route No. 24 to one of the baseball diamonds. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 26 is located leading from Accessible Route No. 22 to Accessible Route No. 30. The asphalt pathway contains cross-slopes between 2.0% and 7.0%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 27 is located leading from Accessible Route No. 26 to one of the baseball diamonds. The asphalt pathway contains cross-slopes between 2.0% and 8.0% and running slopes between 5.0% and 19.4%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 28 is located leading from Accessible Route No. 26 to one of the baseball diamonds. The asphalt pathway contains cross-slopes between 2.0% and 5.1%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 29 is located leading from Accessible Route No. 26 to one of the baseball diamonds. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 30 is located leading from Accessible Route No. 26 to two of the baseball diamonds. The asphalt pathway contains cross-slopes between 2.0% and 5.4%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 31 is located leading from Accessible Route No. 26 to Accessible Route No. 33. The asphalt pathway contains cross-slopes between 2.0% and 3.0%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 32 is located leading from Accessible Route No. 31 to one of the baseball diamonds. The asphalt pathway contains cross-slopes between 2.0% and 5.0%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 33 is located leading from Accessible Route No. 31 to Accessible Parking Area No. 5. The asphalt pathway was found to be in compliance with ADA standards.



Accessible Route No. 34 is located leading from Accessible Route No. 31 to Accessible Route No. 35. The asphalt pathway contains cross-slopes between 2.0% and 2.8%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 35 is located leading from Accessible Parking Area No. 5 to Accessible Route No. 40. The majority of the asphalt pathway contains ADA compliant slopes. However, there is one isolated spot where the route meets Accessible Route No. 33 an abrupt change in elevation, creating a lip. The isolated area should be re-paved at the paving joint to create a smooth surface free of changes in level.

Accessible Route No. 36 is located leading from Accessible Route No. 11 to Accessible Route No. 39. This route includes Curb Ramp No. 6, which was found to have a running slope exceeding 8.3% up to 14.0%, and does not include a level landing at the top of the ramp. The asphalt ramp should be re-graded to provide a maximum running slope of 8.3% and a level landing at the top of the ramp. The remainder of the asphalt pathway route contains cross-slopes between 2.0% and 12.9%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 37 is located leading from Accessible Parking Area No. 4 to Accessible Route No. 38. This route includes Curb Ramp No. 7, which was found to have compliant slopes but does not include a level landing at the top of the ramp. The asphalt pathway should be re-graded to provide a level landing at the top of the ramp. The remainder of the asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 38 consist of the concrete sidewalk surrounding the concessions building leading from Accessible Route No. 37. The concrete sidewalk contains generally compliant slopes. However, there are isolated areas experiencing heaving, causing lips and changes in elevation. These isolated areas of heaving concrete sidewalk should be replaced or have the lips removed by diamond grinding or mud jacking techniques to provide a smooth surface.

Accessible Route No. 39 is located leading from Accessible Route No. 36 to Accessible Route No. 40. This route includes Curb Ramp No. 8, which was found to have compliant slopes but does not include a level landing at the top of the ramp. The asphalt pathway should be re-graded to provide a level landing at the top of the ramp. The remainder of the asphalt pathway contains cross-slopes between 2.0% and 5.0%. One isolated area at the north end of the route contains running slopes between 5.0% and 6.2%. This pathway should be removed and re-graded at the non-compliant areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 40 is located leading from Accessible Route No. 39 to Accessible Route No. 35. This route includes Curb Ramp No. 9, which was found to have compliant slopes but does not include a level landing at the top of the ramp. The asphalt pathway should be re-graded to provide a level landing at the top of the ramp. The remainder of the asphalt pathway contains cross-slopes between 2.0% and 4.8%. This pathway should be removed and re-graded at the non-compliant areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 41 is located leading from Accessible Route No. 40 to one of the baseball diamonds. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 42 is located leading from Accessible Route No. 40 to Accessible Route No. 43. The asphalt pathway was found to be in compliance with ADA standards.

Accessible Route No. 43 is located leading from Accessible Route No. 40 to the Napier Road right-of-way. This route includes Curb Ramp No. 10, which was found to have compliant slopes but does not include a level landing at the top of the ramp. The asphalt pathway should be re-graded to provide a level landing at the top of the ramp. The remainder of the asphalt pathway contains cross-slopes between 2.0% and 6.0%. This pathway should be removed and re-graded at the non-compliant areas to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 44 is located leading from Accessible Route No. 43 to one of the baseball diamonds. The asphalt pathway was found to be in compliance with ADA standards.

Play Area No. 1 is located near the southeast corner of the southeast parking lot and is surrounded by a wooden fence. The surface of the play area is comprised of woodchips. There is a level entrance into the play area provided where the asphalt pathway meets a wooden play structure surface with no major changes in elevation.

Play Area No. 2 is located near the southeast corner of the north parking lot. The play area's surface is comprised of woodchips and is level with the surrounding lawn areas with no borders. However, there is no accessible pathway or sidewalk leading to the play area. Therefore, a small section of asphalt pathway or concrete sidewalk with ADA compliant slopes should be installed leading from the adjacent asphalt pathway to the play area surface in order to provide an accessible route into the area. Once a route is installed, the play area surface material should be level with the pathway or sidewalk to provide a smooth transition into the play area.

A detailed description of the items listed above is located in Appendix K.

Lakeshore Park

The ADA areas are divided into three areas: accessible parking areas (APA), accessible routes (AR), and play areas (PA). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include pathways and sidewalks. Play areas include the surface areas surrounding the site play structures. Please refer to the Lakeshore Park plans (Appendix L) for locations of the areas discussed below.

Accessible Parking Area No. 1 and Accessible Parking Area No. 2 are located within the main lot at the north end of the site. These parking lots include a total of 93 parking spaces (two are designated as van accessible spaces and one as an accessible space). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires four ADA spaces be provided, with one of these designated as van accessible. Therefore, one additional accessible space and sign should be added to Accessible Parking Area No. 2. This will require extending the paved asphalt surface to allow for the extra room needed for the additional stall. The layout of the accessible spaces should be revised to provide a route to the adjacent pathway with a minimum width of 36 inches and to provide accessible spaces and access aisles meeting the minimum widths required by the 2010 ADA Standards for Accessible Design. An accessible sign should be installed with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. The existing accessible slopes at Accessible Parking Area No. 1 exceed the maximum allowable slope of 2.0%, and the van accessible aisle width



was measured to be less than 96 inches. Remove the asphalt and re-grade to provide a maximum slope of 2.0% in all directions. Re-stripe the accessible spaces and access aisles to meet the minimum widths required by the 2010 ADA Standards for Accessible Design.

Accessible Parking Area No. 3 is located near the bathroom building. This parking lot area has a total of 19 spaces (one is designated as a van accessible space and one as an accessible space). Therefore, this area is in compliance with the 2010 ADA Standards for Accessible Design for the number of accessible spaces. The asphalt pavement terminates at the end of the accessible spaces which does not allow for an accessible route at the bottom of the stalls that would lead to the access aisles and corresponding accessible route pathways. The pavement should be extended an additional five feet beyond the accessible spaces with a maximum slope of 2% in every direction to allow for an accessible route to the access aisles. If the accessible slopes exceed the maximum allowable slope of 2.0%, remove the asphalt and re-grade to provide a maximum slope of 2.0% in all directions.

Accessible Parking Area No. 4 is located at the south end of the park along the drive lane. This parking area includes a total of 31 parking spaces (three are designated as accessible spaces). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires two accessible spaces be provided, with one of these designated as van accessible. The existing layout of the three accessible stalls does not provide any access aisles. Furthermore, the accessible slopes exceed the maximum allowable slope of 2.0%. Remove the asphalt and re-grade to provide a maximum slope of 2.0% in all directions. Since the area currently contains more accessible stalls than necessary, the middle stall should be converted to a van accessible access aisle with a minimum width of 96 inches. Install two ADA sign units including one van accessible sign at the two proposed accessible stall locations.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 2 to Play Area No. 1. This accessible route does not provide the minimum 36 inches of horizontal clearance from the parking access aisle to the start of the pathway due to the current striping layout. Furthermore, there are multiple portions of the asphalt pathway with cross-slopes measured between 2.0% and 5.7%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. The layout for the accessible spaces should be revised to provide a route to the pathway with a minimum width of 36 inches.

Accessible Route No. 2 is located leading from Accessible Route No. 1 to Accessible Route No. 3. There are multiple spots where the running slopes are measured between 5.0% and 12.3%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 3 is located underneath the picnic canopy by Accessible Route No. 1. This concrete sidewalk route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 4 is located leading from Accessible Parking Area No. 3 to Accessible Route No. 5. There are multiple spots with running slopes measured between 5.0% and 11.3%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a



maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 5 is located adjacent to the bathroom building. Everything was measured to be in compliance; however, there was a broken corner at one of the flags of concrete. This broken flag is creating a trip hazard and a change in slopes, and should be repaired to provide a level surface with a maximum slope of 2.0% in every direction.

Accessible Route No. 6 is located leading from Accessible Parking Area No. 4 to Accessible Route No. 7. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 7 is located leading from Accessible Route No. 6 to Play Area No. 2. There are multiple spots where the running slopes are measured between 5.0% and 6.0%. There are also multiple spots where the cross-slopes are measured between 2.0% and 5.0%. This sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 8 is located under the canopy near Play Area No. 2. The concrete sidewalk was measured to be in compliance; however, there was a broken corner at one of the flags of concrete. This broken flag is creating a trip hazard and a change in slopes, and should be repaired to provide a level surface with a maximum slope of 2.0% in every direction.

Accessible Route No. 9 is located leading from the South Lake Drive public right-of-way to Accessible Parking Area No. 1. There are multiple spots where the running slopes are measured between 5.0% and 11.0%. There are also multiple spots where the cross-slopes are measured to be over 2.0%. There is an above ground planter box set at the public right-of-way that reduces the access width of the pathway to less than 36 inches. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length. Relocate the planter box to provide a minimum clear width of 36 inches for the accessible route.

Accessible Route No. 10 is located leading from Accessible Route No. 9 to Accessible Route No. 11. There are multiple spots where the cross-slopes are measured between 2.0% and 5.0%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 11 is located adjacent to the main park building. There are multiple spots where the cross-slopes are measured between 2.0% and 5.0%. This concrete sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. The sidewalk should also be graded away from the building to prevent any standing water along the building.

Accessible Route No. 12 is located leading from Accessible Parking Area No. 1 to Accessible Route No. 13. There are multiple spots where the running slopes are measured between 5.0% and 7.0%. There are also multiple spots where the cross-slopes are measured between 2.0% and 4.0%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a

maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 13 is located in the tunnel beneath South Lake Drive and connects Accessible Route No. 14 to Accessible Route No. 12. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 14 is adjacent to the beach. There are multiple spots where the concrete sidewalk cross-slopes are measured between 2.0% and 5.0%. This sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Play Area No. 1 is located south of Accessible Parking Area No. 2. The play area surface material is not level with the sidewalk that leads into the play area. This creates a steep and abrupt change in elevation at the play area's entrance. The play area surface should be re-graded to provide a level surface where the play area meets the sidewalk.

Play Area No. 2 is located at the south end of Accessible Route No. 7. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

A detailed description of the items listed above is located in Appendix L.

Meadowbrook Commons

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the Meadowbrook Commons plans (Appendix M) for locations of the areas discussed below.

The site can be broken into two sections: the main Meadowbrook Activity Center Building which also includes a multiple floor apartment complex, and the multiple attached single floor dwelling unit buildings. The portions of the site's parking lot solely dedicated to the main building contain a total of 152 parking stalls. According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires six ADA spaces, with one of these designated as van accessible. There are currently three Accessible Parking Areas that provide a total of 13 accessible stalls, none of which are noted as being van accessible.

Accessible Parking Area No. 1 is located near the north end of the northeast face of the main multi-floor Meadowbrook Activity Center building. This area contains four accessible spaces served by two access aisles. The asphalt pavement within the accessible parking area was found to have slopes exceeding the maximum allowable 2.0% and should be removed, re-graded and replaced to provide a maximum slope of 2.0% in all directions. The current striping layout should be revised to provide one of the access aisles with a minimum width of 96 inches in order to make one of the existing parking stalls van accessible. The accessible sign unit for that stall should then be retrofitted with a van accessible sign while maintaining a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.



Accessible Parking Area No. 2 is located near the east end of the northeast face of the main multi-floor building. This area contains six accessible spaces served by three access aisles. The asphalt pavement within the accessible parking area was found to have slopes exceeding the maximum allowable 2.0% and should be removed, re-graded and replaced to provide a maximum slope of 2.0% in all directions. Furthermore, the access aisles were found to be less than the minimum required widths. The current striping layout should be revised to provide access aisles with a minimum width of 60 inches with one having a minimum width of 96 inches in order to make one of the existing parking stalls van accessible. The accessible sign unit for that stall should then be retrofitted with a van accessible sign while maintaining a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Parking Area No. 3 is located near the rear building entrance along the southwest face of the main multi-floor building. This area contains three accessible spaces served by two access aisles. Portions of the asphalt pavement within the accessible parking area was found to have slopes exceeding the maximum allowable 2.0% and should be removed, re-graded and replaced to provide a maximum slope of 2.0% in all directions. The striping layout should match existing. The three existing accessible sign units were all found to have a clearance below the minimum and should be adjusted to provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. One of the sign units should then be retrofitted with a van accessible sign while maintaining the minimum clearance.

Accessible Route No. 1 is located leading from the Cherry Hill Road right-of-way to Accessible Route No. 2. This route includes Curb Ramp No. 1, which was found to have running slopes exceeding 8.3%, cross-slopes exceeding 2.0%, and no level landing at the top of the ramp. Curb Ramp No. 1 should be re-graded to provide an ADA compliant running slope at or below 8.3%, cross-slopes at or below 2.0% and a level landing at the top of the ramp. The remainder of the concrete sidewalk accessible route contains a few isolated areas with cross-slopes measured between 2.0% and 3.0%. This route should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Curb Ramp No. 2 is between Accessible Route No. 1 and Accessible Route No. 2. The current type of ramp provided at this location should be level in all directions, but it contains cross-slopes and running slopes exceeding 2.0%. Furthermore, there is an existing lip at the back of the curb creating a trip hazard and a change in elevation. The concrete curb ramp should be re-graded to provide a maximum running slope and cross-slope of 2.0%.

Accessible Route No. 2 is located leading from Accessible Route No. 1 to Accessible Route No. 4. This route includes Curb Ramp No. 3, which was found to have running slopes exceeding 8.3%, measured up to 8.8%. Curb Ramp No. 3 should be re-graded to provide an ADA compliant running slope at or below 8.3%. The route also contains Curb Ramp No. 5, which was found to have cross-slopes exceeding 2.0%. Curb Ramp No. 5 should be re-graded to provide ADA compliant cross-slopes at or below 2.0%. The remainder of the concrete sidewalk accessible route contains cross-slopes measured between 2.0% and 3.0%. This route should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 3 is located leading from the Meadowbrook Road right-of-way to Accessible Route No. 2. This route includes Curb Ramp No. 4, which was found to have cross-slopes exceeding 2.0%, and no level landing at the top of the ramp. Curb Ramp No. 4 should be re-graded to provide ADA compliant cross-slopes at or below 2.0% and a level landing at the top of the ramp. The remainder



of the concrete sidewalk accessible route contains isolated areas with running slopes measured between 5.0% and 7.7%, and cross-slopes measured between 2.0% and 2.9%. This route should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 4 is located leading from Accessible Route No. 2 to Accessible Route No. 5. This route includes Curb Ramp No. 6, which was found to be ADA compliant. This route also includes Curb Ramp No. 7, which was found to have cross-slopes exceeding 2.0%. Curb Ramp No. 7 should be re-graded to provide ADA compliant cross-slopes at or below 2.0%. The remainder of Accessible Route No. 4 was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 5 is located leading from Accessible Route No. 4 to Accessible Route No. 6. This route includes Curb Ramp No. 8, which was found to be ADA compliant. This route also includes Curb Ramp No. 9, which was found to contain a slight lip at the back of the concrete curb, creating an abrupt change in elevation. This lip should be removed to provide a smooth transition between surfaces. The remainder of Accessible Route No. 5 was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 6 is located leading from Accessible Route No. 5 to the south property line. The concrete sidewalk contains running slopes exceeding 5.0%, measured up to 6.5%, and cross-slopes exceeding 2.0%, measured up to 3.0%. This sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

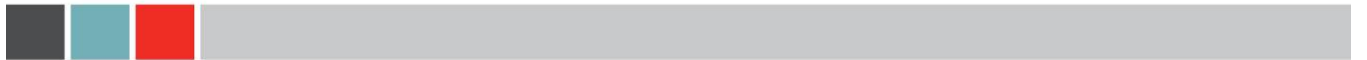
Accessible Route No. 7 is located leading from Accessible Route No. 5 to Accessible Route No. 8. This route includes Curb Ramp No. 10, which was found to be ADA compliant. The remainder of Accessible Route No. 7 was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 8 is located leading from Accessible Parking Area No. 7 to the rear building entrance. This route includes Curb Ramp No. 11, which was found to have running slopes exceeding 8.3%, side flare slopes exceeding 8.3%, and no level landing. The curb ramp should be re-graded to provide an ADA compliant running slope at or below 8.3%, side flare slopes at or below 8.3% and a level landing at the top of the ramp. The remainder of Accessible Route No. 8 was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 9 is located leading from Accessible Route No. 8 to Accessible Route No. 10. The concrete sidewalk was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 10 is located leading from Accessible Route No. 9 to Accessible Route No. 11. The concrete sidewalk was found to have non-compliant slopes and should be re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 11 is located leading from Accessible Route No. 10 to Accessible Route No. 12. The concrete sidewalk was found to be in compliance with the 2010 ADA Standards for Accessible Design.



Accessible Route No. 12 is located leading from Accessible Route No. 11 to the west building entrance. This route includes Curb Ramp No. 12, which was found to have running slopes exceeding 8.3% and cross-slopes exceeding 2.0%. The curb ramp should be re-graded to provide an ADA compliant running slope at or below 8.3% and cross-slopes at or below 2.0%. The remaining concrete sidewalk was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 13 is located leading from the adjacent drive lane to Accessible Route No. 14. This route includes Curb Ramp No. 13, which was found to be ADA compliant. The remaining concrete sidewalk was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 14 is located leading from Accessible Parking Area No. 1 to the main building entrance. This route includes Curb Ramp No. 14, which was found to have running slopes exceeding 8.3% and side flare slopes exceeding 8.3%. The curb ramp should be re-graded to provide an ADA compliant running slope at or below 8.3% and side flares at or below 8.3%. The remainder of the concrete sidewalk was found to have non-compliant cross-slopes and should be re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. There is also no level landing provided in front of the Senior Center entrance doors.

Accessible Route No. 15 is located leading from Accessible Parking Area No. 2 to the main building entrance. The majority of the concrete sidewalk running slopes were found to be at or below 5.0%. However, there is one isolated area with a running slope measured at 9.6%. Cross-slopes were found to exceed 2.0%, measured up to 5.3%. The walk should be re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 16 is located leading from Accessible Route No. 15 to Accessible Route No. 3. This route includes Curb Ramp No. 15, which was found to have running slopes exceeding 8.3% and no level landing. The curb ramp should be re-graded to provide an ADA compliant running slope at or below 8.3% and a level landing at the top of the ramp. The remainder of the concrete sidewalk was found to have non-compliant cross-slopes measured up to 3.2% and should be re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 17 is located leading from Accessible Route No. 1 to Accessible Route No. 14. This route includes Curb Ramp No. 16, which was found to be ADA compliant. The remaining concrete sidewalk was found to be in compliance with the 2010 ADA Standards for Accessible Design.

The Department of Justice 2010 ADA Standards for Accessible Design Section 35.151(j) for State and Local Government owned facilities notes that "residential dwelling units designed and constructed or altered by public entities that will be offered for sale to individuals" and/or "housing programs that are operated by public entities where design and construction of particular residential dwelling units take place only after a specific buyer has been identified" shall comply with the 2010 ADA Standards. Since these separate residential units are not for sale and or solely leased, the 2010 ADA Standards do not dictate that these units must be accessible. However, Section 233 of the 2010 ADA Standards does note that these units may be subject to other laws such as the Fair Housing Act and the HUD Section 504 regulations. According to the Fair Housing Act, these units should be accessible since each single floor dwelling building contains four or more dwelling units. This Act applies to all housing, whether for sale or for rent, and whether privately or publicly funded.



There are nine separate single-floor residential building structures that contain a total of 60 attached living spaces for lease. There are a total of 89 parking stalls serving these attached dwelling units, but none of the 89 parking stalls are noted as being accessible. If the area should be brought into ADA compliance per the Fair Housing Act, provide an accessible parking stall and access aisle for each dwelling unit. Slopes shall be a maximum of 2.0% in all directions for all accessible parking stalls and access aisles. Provide an accessible sign unit for each accessible parking stall.

There are multiple concrete sidewalk accessible routes that contain cross-slopes exceeding the maximum allowable 2.0% within the residential dwelling unit sections of the site. Re-grade these isolated areas of non-compliant concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%. Provide level landings directly in front of all building entrance doors.

The site contains a total of 22 existing concrete curb ramps within the residential dwelling unit sections of the site in addition to those noted above for the main multi-floor building portion of the site. Re-grade the non-compliant concrete curb ramps to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Side flares should be installed at a maximum slope of 8.3%. Provide level landings at the tops of all ramps.

A detailed description of the items listed above is located in Appendix M.

Novi Ice Arena

The ADA areas are divided into three areas: accessible parking areas (APA), accessible routes (AR), and passenger loading zones (PLZ). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, ramps (R), and sidewalks. Passenger loading zones include areas that are used to drop off and pick up passengers. Please refer to the Novi Ice Arena plans (Appendix N) for locations of the areas discussed below.

Accessible Parking Area No. 1 and Accessible Parking Area No. 2 are located in the main lot at the west side of the building. The site's parking lot includes a total of 258 parking spaces (four are designated as van accessible spaces and four as accessible spaces). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires seven ADA spaces be provided, with two of these designated as van accessible. These Accessible Parking Areas were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Passenger Loading Zone No. 1 is located adjacent to the sidewalk outside the main doors of the arena. The access aisle is not marked or hatched to discourage parking within the aisle. Therefore, hatched markings within the access aisle should be striped to discourage parking.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to Accessible Route No. 4. There are multiple spots with cross-slopes measured between 2.0% and 3.0%. This route should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 2 is located leading from Accessible Parking Area No. 2 to Accessible Route No. 4. The route was found to be in compliance with the 2010 ADA Standards to Accessible Design.

Accessible Route No. 3 is located leading from Accessible Parking Area No. 2 to Accessible Route No. 5. The route was found to be in compliance with the 2010 ADA Standards to Accessible Design.

Accessible Route No. 4 is located leading from Accessible Routes No. 1 and No. 2 to the south entrance of the arena. This route includes Curb Ramp No. 1, which was found to have side flare slopes exceeding 8.3%. Curb Ramp No. 1 should be replaced with a parallel curb ramp with ADA compliant side slopes at or below 8.3% and level landings at the top and bottom of both side slopes. The remainder of Accessible Route No. 4 was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 5 is located leading from Accessible Route No. 3 to the north entrance of the ice arena. This route includes Curb Ramp No. 2 which was found to have side flare slopes exceeding 8.3%. Curb Ramp No. 2 should be replaced with a parallel curb ramp with ADA compliant side slopes at or below 8.3% and level landings at the top and bottom of both side slopes. Accessible Route No. 5 was found to have running slopes measured between 5.0% and 7.8%. This sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 6 is located leading from Accessible Route No. 4 to Accessible Route No. 5. There are multiple spots with cross-slopes measured between 2.0% and 3.0%. This sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 7 is located leading from Accessible Route No. 5 to the Nick Lidstrom Drive public right-of-way. The route was found to be in compliance with the 2010 ADA Standards to Accessible Design.

A detailed description of the items listed above is located in Appendix N.

Novi Library

The ADA areas are divided into three areas: accessible parking areas (APA), accessible routes (AR), and passenger loading zones (PLZ). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, ramps (R), and sidewalks. Passenger loading zones include areas that are used to drop off and pickup passengers. Please refer to the Novi Library plans (Appendix O) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located in front of the Library building. The site's parking lot has a total of 176 parking spaces (two are designated as van accessible spaces and nine as accessible spaces). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires six ADA spaces be provided, with one of these designated as van accessible. There were multiple access aisle widths measured under the minimum of 60 inches, and the two van accessible access aisles were measured under the minimum width of 96 inches. The striping layout should be revised to provide access aisles with a minimum width of 60 inches for regular access aisles and a minimum of 96 inches for van accessible access aisles.



Accessible Parking Area No. 2 is located in the adjacent Novi High School parking lot. The single stall within the Novi High School parking lot will require additional work to make accessible since it currently does not have an access aisle. This work would include re-grading if adjacent slopes for a proposed access aisle are over 2.0%, removal and replacement of the sign and restriping of the existing spaces. However, this stall is not required since the Library has its own accessible parking area that was found to be in compliance with the 2010 ADA Standards for Accessible Design. Therefore, it is recommended that the sign be removed and the existing accessible stall striping be removed and re-striped as a standard non-accessible stall.

Passenger Loading Zone No. 1 is located adjacent to the sidewalk outside the main doors of the Library. The accessible slopes exceed the maximum allowable slope of 2.0%. Remove the asphalt and re-grade to provide a maximum slope of 2.0% in all directions.

Accessible Route No. 1 is located adjacent to Accessible Parking Area No. 1. The route, Curb Ramp No. 1 and Curb Ramp No. 2 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 2 is located across the main driveway in front of the Library between Curb Ramp No. 2 and Curb Ramp No. 3. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 3 is located leading from the main driveway to the main entrance of the building. The route and Curb Ramp No. 3 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 4 is located leading from the 10 Mile Road right-of-way to the main entrance of the building. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 5 is located leading from Accessible Route No. 4 to the north Fuerst Park sidewalk path. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 6 is located between Curb Ramp No. 3 and Curb Ramp No. 4. The route, Curb Ramp No. 3 and Curb Ramp No. 4 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 7 is located west of the main drive at the north end of the book return lane. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 8 is located within the island between the main drive and the book return lane. The route, Curb Ramp No. 5 and Curb Ramp No. 6 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 9 is located west of the main drive at the south end of the book return lane. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 10 is located between Curb Ramp No. 7 and Ramp No. 1. The route and Curb Ramp No. 7 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Ramp No. 1 is located between Accessible Route No. 10 and Accessible Route No. 14. The ramp was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 11 is located between Curb Ramp No. 8 and Accessible Route No. 10. The route and Curb Ramp No. 8 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 12 is located across the loading dock area at the southeast corner of the building. The route was found to be in compliance with the 2010 ADA Standards to Accessible Design.

Accessible Route No. 13 is located leading from Curb Ramp No. 9 to the south Fuerst Park sidewalk path and adjacent to the west side of the loading dock area. The route and Curb Ramp No. 9 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 14 is located leading from Accessible Parking Area No. 2 to Ramp No. 1. There are multiple spots where the cross-slopes measured between 2.0% and 4.0%. If the accessible space is removed then the area will not need to be in compliance. However, if this accessible space is to remain, then this route should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

A detailed description of the items listed above is located in Appendix O.

Pavilion Shore Park

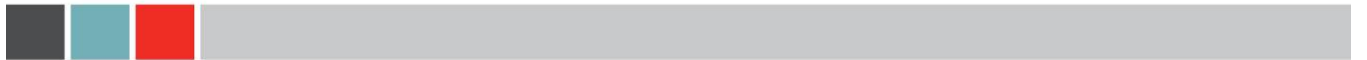
The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the Pavilion Shore Park plans (Appendix P) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located between Old Novi Road and Duana Street on the north side of South Lake Drive. This parking lot includes a total of ten parking spaces (one is designated as a van accessible space and one as an accessible space). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires that one ADA space be provided, with it designated as being van accessible. Slopes and striping dimensions were found to be ADA compliant.

Accessible Parking Area No. 2 is located north of 13 Mile Road on the east side of East Lake Drive. This parking lot includes a total of 19 parking spaces (one is designated as a van accessible space). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires one ADA space be provided, with it being designated as van accessible. Slopes and striping dimensions were found to be ADA compliant.

Accessible Route No. 1 is located leading from Curb Ramp No. 1 and Curb Ramp No. 2 to Accessible Route No. 2 and Accessible Route No. 3. The route, Curb Ramp No. 1 and Curb Ramp No. 2 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 2 is located leading from Accessible Route No. 1 to Accessible Route No. 5. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.



Accessible Route No. 3 is located leading from Accessible Route No. 1 to Accessible Route No. 7 and Accessible Route No. 6. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 4 is located leading from Accessible Route No. 5 to Accessible Route No. 6. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 5 is located leading from Accessible Route No. 2 to Accessible Route No. 4. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 6 is located leading from Accessible Route No. 4 to Accessible Route No. 7. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 7 is located leading from Accessible Route No. 6 to Accessible Route No. 8. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 8 is located leading from Curb Ramp No. 3 to Accessible Route No. 7. The route and Curb Ramp No. 3 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 9 is located leading from Curb Ramp No. 4 to Accessible Route No. 10. The route and Curb Ramp No. 4 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 10 is located leading from Accessible Route No. 9 to Accessible Route No. 11. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 11 is located leading from Accessible Route No. 10 to curb ramp no. 8. The route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 12 is located leading from Curb Ramp No. 5 (South Lake Drive public right-of-way) to the East Lake Drive public right-of-way. Curb Ramp No. 5 was found to be in compliance with the 2010 ADA Standards for Accessible Design. Within the remainder of the asphalt pathway, there are multiple spots where cross-slopes were measured between 2.0% and 4.0%. This pathway should be removed and re-graded to provide a maximum cross-slope of 2.0%.

Accessible Route No. 13 is located leading from Curb Ramp No. 6 to Curb Ramp No. 7. The route, Curb Ramp No. 6, and Curb Ramp No. 7 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 14 is located leading from Curb Ramp No. 7 to Curb Ramp No. 8. The route and Curb Ramp No. 8 were found to be in compliance with the 2010 ADA Standards for Accessible Design.

A detailed description of the items listed above is located in Appendix P.



Police Department

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the Police Department plans (Appendix Q) for locations of the areas discussed below.

Accessible Parking Area No. 1, Accessible Parking Area No. 2, and Accessible Parking Area No. 3 are located within the parking lot on the west side of the building, and Accessible Parking Area No. 4 is located within the parking lot on the east side of the building. The site's two lots contain a total of 138 parking spaces (two are designated as van accessible spaces and five as accessible spaces). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires five ADA spaces be provided, with one of these designated as being van accessible.

Accessible Parking Area No. 1 is located on the north side of the circular drive on the west side of the building. The asphalt pavement slopes were measured between 2.0% and 3.7%, and one accessible space was measured to be 84 inches wide. Remove the asphalt and re-grade to provide a maximum slope of 2.0% in all directions. Re-stripe the accessible spaces and access aisles to meet the minimum widths (96 inches for accessible space and 60 inches for an accessible access aisle) required by the 2010 ADA Standards for Accessible Design.

Accessible Parking Area No. 2 is located in front of the southwest doors to the Training Center Building. The asphalt pavement slopes were measured between 2.0% and 3.7%, and one accessible space was measured to be 92 inches wide. Remove the asphalt and re-grade to provide a maximum slope of 2.0% in all directions. Re-stripe the accessible spaces and access aisles to meet the minimum widths (96 inches for accessible space and 96 inches for a van accessible access aisle) required by the 2010 ADA Standards for Accessible Design.

Accessible Parking Area No. 3 is located southwest of the circular drive on the west side of the building. There is no access aisle servicing one of the accessible parking spaces. Stripe a new access aisle adjacent to the accessible space with a minimum width of 60 inches. If the slopes are measured to be over 2.0%, remove the asphalt and re-grade to provide a maximum slope of 2.0% in all directions. Install an accessible sign unit with a van accessible sign. The sign should have a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Parking Area No. 4 is located in the east parking lot in front of the rear entrance to the building. This Accessible Parking Area was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to the main entrance on the west side of the building. There are multiple spots where the cross-slopes measured between 2.0% and 5.7%. There is also no level landing at the entrance doors. This sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. A level landing with a maximum slope of 2.0% in every direction should be installed at entrance doors.

Accessible Route No. 2 is located leading from Accessible Parking Area No. 2 to Accessible Route No. 4. There are multiple spots where the cross-slopes measured between 2.0% and 3.0%. This route should be removed and re-graded to provide a maximum cross-slope of 2.0%.

Accessible Route No 3 is located leading from Accessible Parking Area No. 3 to Accessible Route No. 4. There is no curb ramp within the concrete sidewalk directly across from Accessible Parking Area No. 3. Therefore, this route that provides accessibility to the sidewalk has spots where the cross-slopes were measured between 2.0% and 3.6%. Replace a portion of the asphalt drive and re-grade to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0% or install a new accessible curb ramp within the concrete sidewalk directly across from Accessible Parking Area No. 3.

Accessible Route No. 4 is located leading from Accessible Route No. 2 and Accessible Route No. 3 to the Training Center entrance. This route includes Curb Ramp No. 1 which was found to have side flare slopes exceeding 10.0%. The Curb Ramp No. 1 should have the non-compliant side flare replaced to provide a maximum slope of 10.0%. The remainder of Accessible Route No. 4 was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 5 is located leading from Accessible Route No. 4 to Accessible Route No. 1. The cross-slopes were measured above 2.0%. This sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 6 is located leading from Accessible Parking Area No. 4 to the rear entrance (east side) of the building. This route includes Curb Ramp No. 2 which was found to be a parallel ramp with side flares steeper than 8.3% and no level landing at the bottom. The curb ramp should be removed and replaced to provide a level landing at the bottom of the ramp and two side flares with a maximum running slope of 8.3%. The remainder of Accessible Route No. 6 was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 7 is located leading from Accessible Parking Area No. 3 to the Civic Center parking lot. This route includes Curb Ramp No. 3. The surface of the ramp was found to be deteriorating causing trip hazards and making this a non-compliant ADA accessible ramp. The curb ramp should be removed and replaced to match the existing compliant slopes. The Accessible Route No. 7 had multiple spots where the cross-slopes measured between 2.0% and 2.9%. Furthermore, the walk has sections where the running slope exceeds 5.0%. This sidewalk should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

A detailed description of the items listed above is located in Appendix Q.

Rotary Park

The ADA areas are divided into three areas: accessible parking areas (APA), accessible routes (AR), and play areas (PA). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Play areas include the surface areas surrounding the site play structures. Please refer to the Rotary Park plans (Appendix R) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located at the south edge of the park. The park's parking lot includes a total of 15 parking spaces (three are designated as accessible spaces). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires one ADA space be



provided, with it being designated as van accessible. With the current layout, one of the spaces has no accessible aisle. Re-stripe the accessible space that is currently without an accessible aisle to make it a regular parking space since the number of existing accessible spaces onsite exceeds the required amount. Install an accessible sign unit including a van accessible sign at the remaining two accessible spaces. The signs should be installed with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Route No. 1 is located leading from Accessible Parking Area No. 1 to the tennis courts. The existing gravel path does not provide a compliant ADA accessible route surface. Install an asphalt pathway or concrete sidewalk leading from the Accessible Parking Area No. 1 to the tennis courts. This pathway should be graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 2 is located leading from Accessible Parking Area No. 1 to Accessible Route No. 3. The existing gravel path does not provide a compliant ADA accessible route surface. Install an asphalt pathway or concrete sidewalk leading from the Accessible Parking Area No. 1 to Accessible Route No. 3. This pathway should be graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

Accessible Route No. 3 is located leading from Accessible Route No. 2 to Roethel Drive. The existing surface of this route has deteriorated and is causing trip hazards making this a non-compliant ADA accessible route. There is also a mountable curb where the route meets Roethel Drive that is not ADA compliant. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. Replace the mountable curb where the route meets Roethel Drive with slopes that meet the 2010 ADA Standards for Accessible Design.

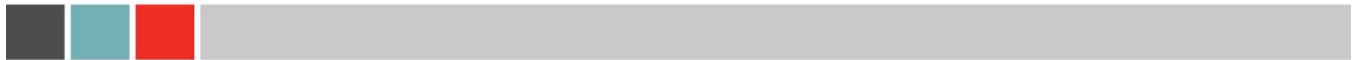
Accessible Route No. 4 is located leading from Accessible Route No. 3 to Accessible Route No. 5. There are portions of this route where the running slopes were measured between 5.0% and 8.0%. There are also portions where the cross-slopes were measured between 2.0% and 3.5%. This pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 5 is located adjacent to the bathroom building. Slopes within the concrete sidewalk were measured to be in compliance; however, there are cracks that are creating minor openings within the sidewalk. These cracks and the joints should be sealed.

Accessible Route No. 6 is located leading from Accessible Route No. 5 to Accessible Route No. 7. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design.

Accessible Route No. 7 is located under the canopy near Play Area No. 2. This route was found to be in compliance with the 2010 ADA Standards for Accessible Design. However, the longitudinal joint running down the center of the concrete pavement contains a slight lip making the pavement non-compliant. Diamond grind the lip at the joint to provide a smooth, ADA compliant pavement.

Play Area No. 1 is located adjacent to the northeast corner of the tennis courts. This area was found to be in compliance with the 2010 ADA Standards for Accessible Design.



Play Area No. 2 is located to the west of the canopy. The concrete ramp that is provided from the pavement under the canopy to the play area has a running slope that exceeds the maximum allowable slope of 8.3% and side flares that exceed the maximum as well. Remove the existing ramp and install a new concrete curb ramp with slopes that are compliant with the 2010 ADA Standards for Accessible Design.

A detailed description of the items listed above is located in Appendix R.

Village Wood Lake Park

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the Village Wood Lake Park plans (Appendix S) for locations of the areas discussed below.

Accessible Parking Area No. 1 is located at the west end of Village Wood Road. The park's parking area includes a total of six parking spaces (one was designated as an accessible space, and none were designated as a van accessible space). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires one ADA space be provided, with it designated as van accessible. The slopes in the accessible space and accessible access aisle were measured to be between 2.0% and 2.9%. Remove the existing asphalt pavement, re-grade and replace to provide a maximum slope of 2.0% in all directions. Re-stripe to match existing layout and add the painted accessibility symbol in the parking space. A van accessible sign should be added to the existing sign unit with a minimum of 60 inches from the ground surface to the bottom of the lowest sign.

Accessible Route No. 1 is the gravel pathway that travels through the park. The existing gravel path does not provide a smooth ADA compliant accessible path. An asphalt pathway or concrete sidewalk should be installed with maximum running slope of 5.0% and a maximum cross-slope of 2.0%.

A detailed description of the items listed above is located in Appendix S.

Wildlife Woods Park

The ADA areas are divided into two areas: accessible parking areas (APA) and accessible routes (AR). Accessible parking areas include the parking spaces and access aisles provided for pedestrians to access the ramps and sidewalks. Accessible routes include curb ramps (CR), pathways, and sidewalks. Please refer to the Wildlife Woods Park plans (Appendix T) for locations of the areas discussed below.

The proposed Accessible Parking Area No. 1 is located in the northeast corner of the Middle School's eastern parking lot located directly north of the school building. While this lot is technically part of the school's property, accessible parking is still required within the lot for the park's pathway. The north parking lot includes a total of 108 parking spaces (none are designated as accessible spaces). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires five ADA spaces be provided, with one of these designated as van accessible. This area should be re-stripped to include the required five accessible spaces, access aisles, and signs meeting the 2010 ADA Standards for Accessible Design. The five accessible spaces should have a minimum width of 96 inches. The two standard accessible access aisles should have a minimum width of 60 inches, and the one van accessible access aisle should have a minimum width of 96 inches. Five



accessible signs should be installed with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. One of these signs should have a van accessible sign installed with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. If the existing slopes are above 2.0% remove the asphalt and re-grade to provide a maximum slope of 2.0% in all directions.

The proposed Accessible Parking Area No. 2 is located on the east side of the parking lot directly west of the south soccer fields. The south parking lot includes a total of 20 parking spaces (none are designated as accessible spaces). According to the 2010 ADA Standards for Accessible Design, the total number of parking spaces requires one ADA space be provided and designated as van accessible. This area should be re-stripped to include the required one accessible space, access aisle, and sign meeting the 2010 ADA Standards for Accessible Design. The accessible space should have a minimum width of 96 inches, and the van accessible access aisle should have a minimum width of 96 inches. One van accessible sign should be installed with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. If the existing slopes are above 2.0%, remove the asphalt and re-grade to provide a maximum slope of 2.0% in all directions. An accessible curb ramp should be installed within the existing concrete sidewalk to provide an accessible route from the accessible parking area to the soccer field. This ramp should be installed to ADA compliant slopes and dimensions.

Accessible Route No. 1 is located leading from the northeast corner of the north parking lot to Accessible Route No. 2. This route includes Curb Ramp No. 1, which was found to have an elevation change from the gutter to the ramp. Furthermore, the curb ramp does not have a level landing at the top of the ramp. Replace the existing curb ramp and gutter to provide a smooth transition eliminating the elevation change between materials. A level landing with a maximum slope of 2.0% in every direction should be installed at the top of the ramp. There are isolated spots along Accessible Route No. 1 with cross-slopes measured between 2.0% and 3.6%. There are also isolated spots where the running slopes are measured between 5.0% and 6.8%. Portions of the pathway should be removed and re-graded to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a maximum running slope of 5.0% cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides of the ramp length.

Accessible Route No. 2 is located underneath the canopy onsite leading from Accessible Route No. 1. This concrete was found to have cracked and heaving flags creating elevation changes at the northeast and northwest corners of the concrete pad at the two bathroom entrance doors. Replace the concrete flags at the northeast and northwest corners of the concrete pad at the two bathroom entrances to provide a smooth surface eliminating the elevation changes and providing ADA compliant slopes.

A detailed description of the items listed above is located in Appendix T.

COST FOR IMPROVEMENTS:

The Novi City Council has allocated a yearly budget of \$50,000 (which includes engineering and inspection fees) for an annual ADA improvement program for the city-owned facilities. This annual program will help eliminate accessibility barriers in its transition plan to bring all City-owned facilities into compliance with ADA standards.

An opinion of probable cost for ADA improvement repairs has been developed for each facility and can be found in each respective site's appendix. An overview of the costs for ADA improvements is given in the table below. It is important to note that these preliminary estimates were made using general information and assumptions for budgetary purposes. A more detailed review of each site is required during each project-level analysis to develop the corrective action plans, specifications, and cost estimates.

FACILITY ADA IMPROVEMENT COSTS	
FACILITY	COST
BROOKFARM PARK	\$36,777.00
CEMS BUILDING	\$13,294.00
CIVIC CENTER	\$44,643.00
DEPARTMENT OF PUBLIC SERVICES	\$19,118.75
ELLA MAE POWER PARK	\$164,306.25
FIRE STATION NO. 1	\$8,987.25
FIRE STATION NO. 2	\$13,386.00
FIRE STATION NO. 3	\$19,052.05
FIRE STATION NO. 4 TRAINING CENTER	\$9,815.25
FUERST PARK	\$68,799.90
ITC COMMUNITY SPORTS PARK	\$237,935.00
LAKESHORE PARK	\$86,802.58
MEADOWBROOK COMMONS	\$86,738.75
NOVI ICE ARENA	\$18,051.55
NOVI LIBRARY	\$12,954.75
PAVILION SHORE PARK	\$54,458.25
POLICE DEPARTMENT	\$33,056.75
ROTARY PARK	\$44,837.35
VILLAGE WOOD LAKE PARK	\$49,749.00
WILDLIFE WOODS PARK	\$44,300.30



PRIORITIZED SCHEDULE:

Due to the projected overall size of the ADA improvement scopes of work for City-owned facilities, it will need to be implemented over a number of years as part of an annual improvement program. The prioritization of the necessary improvements can be based upon a number of factors. Generally, priority should be given to facilities with a significant number of public visitors (i.e. city offices, libraries, recreational buildings, and highly frequented parks). Less frequented parks and city service buildings that do not see many public pedestrians such as fire stations may have a lower priority. The important factors to consider when determining a prioritized schedule for improving the City-owned facilities may include:

- Citizen requests or complaints regarding inaccessible locations
- Pedestrian levels of service
- Population density
- Presence of a disabled or elderly population (i.e. assisted living facilities)

With these items being considered, below is our recommended prioritized schedule for the ADA improvements of the City-owned facilities. Again, it is important to note that this is merely a network-level analysis used to prepare a general ADA transition plan, and that project-level analyses will be required to determine each site's specific scope of work. Certain items may be brought to light during project-level analyses which may affect the final site priorities.

FACILITY PRIORITIES FOR ADA IMPROVEMENTS		
PRIORITY	FACILITY	DESCRIPTION
1	MEADOWBROOK COMMONS	HIGH LEVELS OF ELDERLY PEDESTRIAN RESIDENTS AND VISITORS
2	CIVIC CENTER	HIGH LEVELS OF PUBLIC PEDESTRIAN VISTORS
3	NOVI LIBRARY	HIGH LEVELS OF PUBLIC PEDESTRIAN VISITORS
4	NOVI ICE ARENA	HIGH LEVELS OF PUBLIC PEDESTRIAN VISITORS
5	ITC COMMUNITY SPORTS PARK	HIGHLY FREQUENTED PUBLIC PARK
6	ELLA MAE POWER PARK	HIGHLY FREQUENTED PUBLIC PARK
7	LAKESHORE PARK	HIGHLY FREQUENTED PUBLIC PARK
8	PAVILION SHORE PARK	HIGHLY FREQUENTED PUBLIC PARK
9	POLICE DEPARTMENT	MODERATE LEVELS OF PUBLIC PEDESTRIAN VISTORS
10	FUERST PARK	LESS FREQUENTED PUBLIC PARK
11	ROTARY PARK	LESS FREQUENTED PUBLIC PARK
12	WILDLIFE WOODS PARK	LESS FREQUENTED PUBLIC PARK
13	BROOKFARM PARK	LESS FREQUENTED PUBLIC PARK



14	VILLAGE WOOD LAKE PARK	LESS FREQUENTED PUBLIC PARK
15	DEPARTMENT OF PUBLIC SERVICES	LOW LEVELS OF PUBLIC PEDESTRIAN VISITORS; MAINLY EMPLOYEE PEDESTRIANS
16	FIRE STATION NO. 4 TRAINING CENTER	LOW LEVELS OF PUBLIC PEDESTRIAN VISITORS; MAINLY EMPLOYEE PEDESTRIANS
17	FIRE STATION NO. 3	LOW LEVELS OF PUBLIC PEDESTRIAN VISITORS; MAINLY EMPLOYEE PEDESTRIANS
18	FIRE STATION NO. 2	LOW LEVELS OF PUBLIC PEDESTRIAN VISITORS; MAINLY EMPLOYEE PEDESTRIANS
19	CEMS BUILDING	LOW LEVELS OF PUBLIC PEDESTRIAN VISITORS; MAINLY EMPLOYEE PEDESTRIANS
20	FIRE STATION NO. 1	LOW LEVELS OF PUBLIC PEDESTRIAN VISITORS; MAINLY EMPLOYEE PEDESTRIANS

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX A

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There are no parking spaces provided for the park.	Consider adding one van accessible parking space with a van accessible access aisle and sign at the south end of Ripple Creek near the park's northwest entrance.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Routes					
3	Accessible Route AR#1 - from East Willowbrook Public Right-of-Way Park Entrance to AR#2	Accessible Route	The asphalt path leading from the Willowbrook road surface to the bridge contains very steep slopes that are not compliant with ADA standards.	Re-grade the path to provide running slopes at or below 8.3% and cross-slopes at or below 2%, and provide compliant handrails on both sides of the path. Re-grading efforts may require replacing the existing bridge and a portion of the concrete sidewalk to provide compliant slope transitions.	403.3
4	Accessible Route AR#2 - from APA#1 to AR#3	Accessible Route	The existing wood bridge contains non-compliant cross-slopes measured up to 5% and contains stairs, which is also non-compliant.	Replace bridge and re-grade surrounding areas to provide a smooth surface free of stairways with compliant ADA slopes. Ensure handrails are ADA compliant.	403.3
5	Accessible Route AR#3 - from AR#2 to Northwest Ripple Creek Public Right-of-Way Park Entrance	Accessible Route	The majority of the concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%. However, there is one small section of walk directly west of the AR#2 bridge that has running slopes measured up to 7.6%.	Re-grade the portion of concrete sidewalk just west of the bridge to have a maximum running slope of 5.0% and a maximum cross-slope of 2.0%, or provide level landings at the top and bottom of the ramp and install ADA compliant handrails along both sides of the walk. Coordinate re-grading of AR#1 to provide compliant slopes for the park.	403.3
6	Accessible Route AR#4 - from Village Oaks Elementary School property to AR#5	Accessible Route	The existing wood bridge connecting the Village Oaks Elementary School asphalt path to the park contains non-compliant slopes and changes in level. Note: The bridge was blocked off and noted as closed at the time of the survey.	Replace bridge and re-grade surrounding areas to provide a smooth surface free of level changes with compliant ADA slopes. Ensure handrails are ADA compliant.	403.3
7	Accessible Route AR#5 - from AR#4 to AR#3	Accessible Route	The concrete sidewalk connecting the bridge to the main sidewalk route around the site has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Brookfarm Park	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/05/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$31,980.00
15% Contingency	\$4,797.00
TOTAL - ADA IMPROVEMENTS	\$36,777.00

GRAND TOTAL	\$36,777.00
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Brookfarm Park JOB NO. NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
634	1	EA.	INSTALL SIGN	\$350.00	\$350.00
573	151	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$20.00	\$3,020.00
572	836	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE SIDEWALK	\$10.00	\$8,360.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
639	2	EA.	REMOVE, RE-GRADE, AND REPLACE WOODEN BRIDGE	\$10,000.00	\$20,000.00
TOTAL ADA					\$31,980.00
15% CONTINGENCY					\$4,797.00
TOTAL					\$36,777.00

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX B

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 14 total parking spaces identified at the time of survey, including one (1) accessible parking space which was not designated as van accessible. Based on this count, one (1) accessible parking space is required, which must be designated as van accessible.	Add van accessible access aisle adjacent to existing accessible parking space P1. See APA#1 notes below. Consider re-surfacing the asphalt parking lot pavement in poor condition to provide a smooth surface.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The single designated parking space was measured to be 132 inches wide. Slopes were measured at 2.0% or below in all directions.	No action required.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	No access aisle is provided for parking space P1.	Stripe an adjacent access aisle with a minimum width of 96 inches to designate P1 as a van accessible space if existing slopes are at or below 2.0% in all directions. If existing slopes are above 2.0%, remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions prior to striping.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign has a clearance of 79 inches from the ground surface to the bottom of the lowest sign. There is no sign designating the space as van accessible.	Add van accessible sign to existing post and maintain a minimum of 60 inches of clearance from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes					
6	Accessible Route AR#1 - from APA#1 to CR#1	Accessible Route	The asphalt pavement accessible route leading from the accessible parking area APA#1 to curb ramp CR#1 was measured to have running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum. However, pavement inconsistencies due to the poor condition of the asphalt pavement are creating non-compliant changes in level (lips) and openings.	Re-surface the asphalt pavement within the accessible route to provide a smooth surface free of non-compliant pavement inconsistencies.	403.3
7	Curb Ramp CR#1	Curb Ramp	The concrete curb ramp with rolled sides was measured to have compliant running slopes as well as compliant cross-slopes and a width greater than the minimum of 36 inches. A level landing at the top of the ramp was also noted.	No action required.	406.1 & 406.4
8	Accessible Route AR#2 - from CR#1 to Building Entrance	Accessible Route	The concrete sidewalk accessible route leading from curb ramp CR#1 to the building entrance was measured to have running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum. However, moderate severity spalls and cracks within the concrete are creating non-compliant changes in level (lips) and openings.	Replace isolated flags of concrete sidewalk to eliminate lips and openings.	403.3



DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

SPALDING DeDECKER ASSOCIATES, INC.	
ENGINEERS	SURVEYORS
905 SOUTH BLVD. EAST	PHONE: (248) 844-5400
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www.sda-eng.com	

CEMS Building City of Novi ADA Compliance Transition Plan

JOB No. NV13006	DRAWING No. CEMS
SCALE: NONE	SHEET CEMS-1



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - CEMS Building	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/17/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$11,560.00
15% Contingency	\$1,734.00
TOTAL - ADA IMPROVEMENTS	\$13,294.00

GRAND TOTAL	\$13,294.00
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - CEMS Building JOB NO. NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	416	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$15.00	\$6,240.00
642	235	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$10.00	\$2,350.00
643	474	S.F.	INTERMITTENT ASPHALT PATHWAY REPAIR AND/OR LEVELING	\$5.00	\$2,370.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
641	1	EA.	VAN ACCESSIBLE SIGN	\$350.00	\$350.00
TOTAL ADA					\$11,560.00
15% CONTINGENCY					\$1,734.00
TOTAL					\$13,294.00

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX C

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking - North Lot	Quantity	There are two parking lots within the site. The first lot is directly north of the Civic Center building (includes APA#1 and APA#2). The lot has a total of 25 parking spaces, including eight (8) accessible parking spaces, two (2) of which are designated as van accessible. Based on this count, one (1) accessible parking space is required for this lot and it must be designated as van accessible.	No action required. See APA#1 and APA#2 notes below.	208.2
2	Accessible Parking - South Lot	Quantity	The second parking lot is on the south side of the Civic Center building (includes APA#3, APA#4 and APA#5). The lot has a total of 334 parking spaces, including 15 accessible parking spaces, none of which are designated as van accessible. Based on this count, eight (8) accessible parking spaces are required for this lot, two (2) of which must be designated as van accessible.	Install individual sign units for each accessible parking stall. One sign out of every six must be designated as van accessible. See APA#3, APA#4 and APA#5 notes below.	208.2
3	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1 - West Parking Area within North Lot					
4	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 108 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required. Striping layout may be to be revised to accommodate widening of Access Aisle A2.	502.2 & 502.4
5	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 90 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required. Striping layout may be to be revised to accommodate widening of Access Aisle A2.	502.2, 502.3 & 502.4
6	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The existing parking space was measured to be 100 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required. Striping layout may be to be revised to accommodate widening of Access Aisle A2.	502.2 & 502.4
7	Accessible Parking Area APA#1 - Parking Space P3	Parking Space	The existing parking space was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required. Striping layout may be to be revised to accommodate widening of Access Aisle A2.	502.2 & 502.4
8	Accessible Parking Area APA#1 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 88 inches wide and the pavement slopes were measured to be at or less than 2.0%. This access aisle is noted as being van accessible and must be a minimum of 96 inches wide.	Revise striping layout to provide an access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
9	Accessible Parking Area APA#1 - Parking Space P4	Parking Space	The existing parking space was measured to be 111 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required. Striping layout may be to be revised to accommodate widening of Access Aisle A2.	502.2 & 502.4
10	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign unit has a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
11	Accessible Parking Area APA#1 - P2 Signage	Signage	The existing sign unit has a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
12	Accessible Parking Area APA#1 - P3 Signage	Signage	The existing sign unit includes a van accessible sign and has a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
13	Accessible Parking Area APA#1 - P4 Signage	Signage	The existing sign unit has a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Parking Area APA#2 - East Parking Area within North Lot					
14	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The existing parking space was measured to be 118 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 5.1%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Striping layout may be to be revised to accommodate widening of A2 and P4.	502.2 & 502.4
15	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 90 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.9%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Striping layout may be to be revised to accommodate widening of A2 and P4.	502.2, 502.3 & 502.4

16	Accessible Parking Area APA#2 - Parking Space P2	Parking Space	The existing parking space was measured to be 102 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.8%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Striping layout may be revised to accommodate widening of A2 and P4.	502.2 & 502.4
17	Accessible Parking Area APA#2 - Parking Space P3	Parking Space	The existing parking space was measured to be 96 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.7%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Striping layout may be revised to accommodate widening of A2 and P4.	502.2 & 502.4
18	Accessible Parking Area APA#2 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 88 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.8%. This access aisle is noted as being van accessible and must be a minimum of 96 inches wide.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide an access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
19	Accessible Parking Area APA#2 - Parking Space P4	Parking Space	The existing parking space was measured to be 92 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 4.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide a minimum stall width of 96 inches.	502.2 & 502.4
20	Accessible Parking Area APA#2 - P1 Signage	Signage	The existing sign unit has a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
21	Accessible Parking Area APA#2 - P2 Signage	Signage	The existing sign unit has a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
22	Accessible Parking Area APA#2 - P3 Signage	Signage	The existing sign unit includes a van accessible sign and has a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
23	Accessible Parking Area APA#2 - P4 Signage	Signage	The existing sign unit has a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Parking Area APA#3 - West Parking Area within South Lot					
24	Accessible Parking Area APA#3 - Parking Space P1	Parking Space	The existing parking space was measured to be 105 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.3%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
25	Accessible Parking Area APA#3 - Parking Space P2	Parking Space	The existing parking space was measured to be 108 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.5%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to switch parking space P2 and access aisle A1 locations.	502.2 & 502.4
26	Accessible Parking Area APA#3 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P2 and P3 was measured to be 109 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.6%. Parking space P1 is not currently served by an access aisle. Since parking space P3 is already served by access aisle A2, P2 and A1 should be switched in a revised striping layout to bring into compliance.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to switch parking space P2 and access aisle A1 locations.	502.2, 502.3 & 502.4
27	Accessible Parking Area APA#3 - Parking Space P3	Parking Space	The existing parking space was measured to be 108 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
28	Accessible Parking Area APA#3 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 106 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.3%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
29	Accessible Parking Area APA#3 - Parking Space P4	Parking Space	The existing parking space was measured to be 109 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.1%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
30	Accessible Parking Area APA#3 - Parking Space P5	Parking Space	The existing parking space was measured to be 108 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.8%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
31	Accessible Parking Area APA#3 - Access Aisle A3	Access Aisle	The existing access aisle serving parking space P5 was measured to be 109 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.7%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
32	Accessible Parking Area APA#3 - P1 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign. Sign unit shall include van accessible sign.	502.6

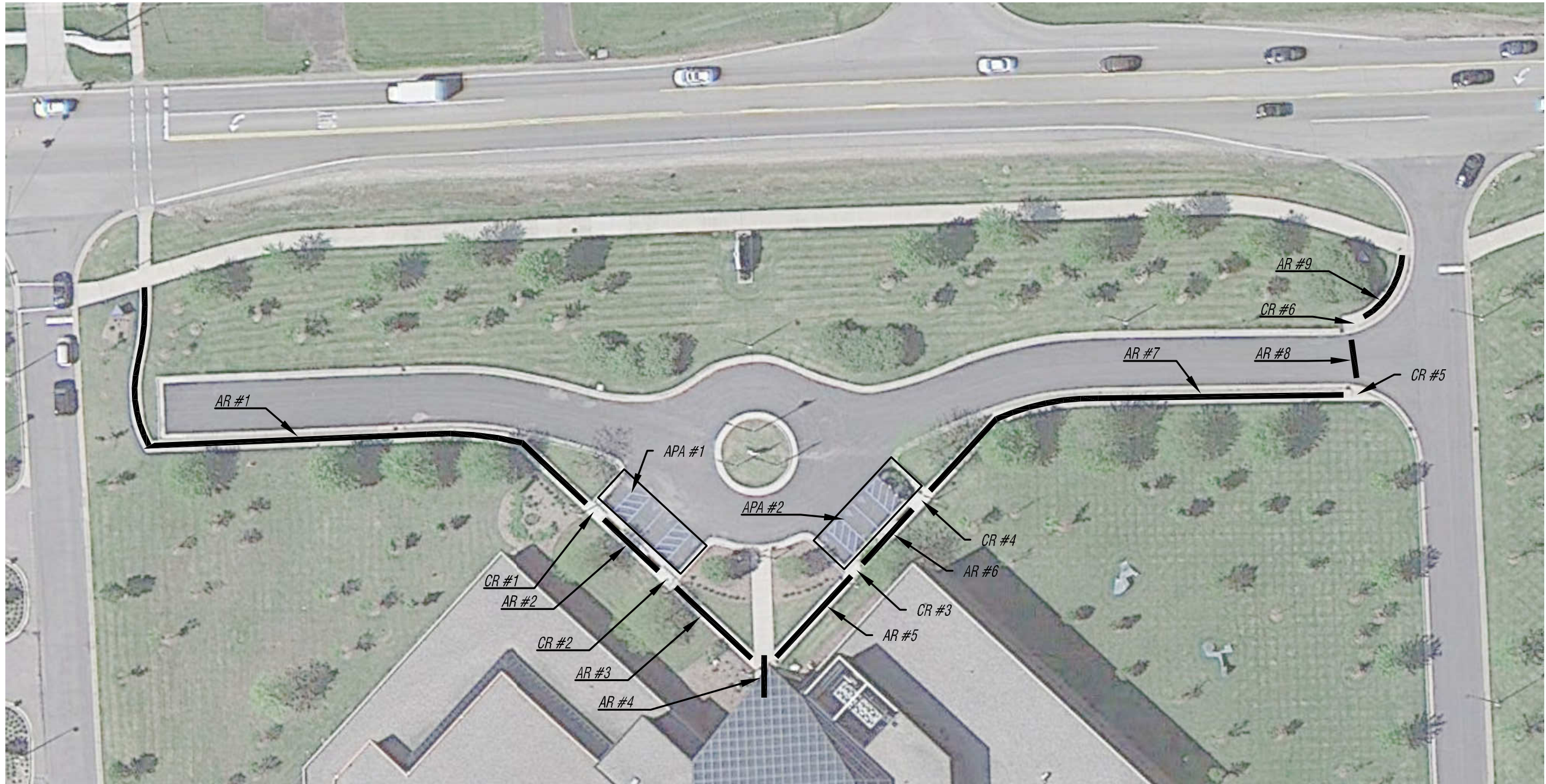
33	Accessible Parking Area APA#3 - P2 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
34	Accessible Parking Area APA#3 - P3 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
35	Accessible Parking Area APA#3 - P4 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
36	Accessible Parking Area APA#3 - P5 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
Accessible Parking Area APA#4 - East Parking Area within South Lot					
37	Accessible Parking Area APA#4 - Parking Space P1	Parking Space	The existing parking space was measured to be 105 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.8%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
38	Accessible Parking Area APA#4 - Parking Space P2	Parking Space	The existing parking space was measured to be 109 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.1%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to switch parking space P2 and access aisle A1 locations.	502.2 & 502.4
39	Accessible Parking Area APA#4 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P2 and P3 was measured to be 108 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.8%. Parking space P1 is not currently served by an access aisle. Since parking space P3 is already served by access aisle A2, P2 and A1 should be switched in a revised striping layout to bring into compliance.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to switch parking space P2 and access aisle A1 locations.	502.2, 502.3 & 502.4
40	Accessible Parking Area APA#4 - Parking Space P3	Parking Space	The existing parking space was measured to be 110 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
41	Accessible Parking Area APA#4 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 108 inches wide and slopes were measured to be at or below 2.0%.	No action required.	502.2, 502.3 & 502.4
42	Accessible Parking Area APA#4 - Parking Space P4	Parking Space	The existing parking space was measured to be 108 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
43	Accessible Parking Area APA#4 - Parking Space P5	Parking Space	The existing parking space was measured to be 109 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.2%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
44	Accessible Parking Area APA#4 - Access Aisle A3	Access Aisle	The existing access aisle serving parking space P5 was measured to be 104 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.4%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
45	Accessible Parking Area APA#4 - P1 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign. Sign unit shall include van accessible sign.	502.6
46	Accessible Parking Area APA#4 - P2 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
47	Accessible Parking Area APA#4 - P3 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6

48	Accessible Parking Area APA#4 - P4 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
49	Accessible Parking Area APA#4 - P5 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
Accessible Parking Area APA#5 - Northeast Parking Area within South Lot					
50	Accessible Parking Area APA#5 - Parking Space P1	Parking Space	The existing parking space was measured to be 103 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.9%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
51	Accessible Parking Area APA#5 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 88 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
52	Accessible Parking Area APA#5 - Parking Space P2	Parking Space	The existing parking space was measured to be 109 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.1%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
53	Accessible Parking Area APA#5 - Parking Space P3	Parking Space	The existing parking space was measured to be 110 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
54	Accessible Parking Area APA#5 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 60 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.7%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
55	Accessible Parking Area APA#5 - Parking Space P4	Parking Space	The existing parking space was measured to be 109 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 3.3%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
56	Accessible Parking Area APA#5 - Parking Space P5	Parking Space	The existing parking space was measured to be 110 inches wide and contains isolated asphalt pavement slopes exceeding 2.0%, measured up to 2.8%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
57	Accessible Parking Area APA#5 - Access Aisle A3	Access Aisle	The existing access aisle serving parking space P5 was measured to be 111 inches wide and slopes were measured to be at or below 2.0%.	No action required.	502.2, 502.3 & 502.4
58	Accessible Parking Area APA#5 - P1 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
59	Accessible Parking Area APA#5 - P2 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
60	Accessible Parking Area APA#5 - P3 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
61	Accessible Parking Area APA#5 - P4 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
62	Accessible Parking Area APA#5 - P5 Signage	Signage	The parking area does not provide individual sign units for each accessible parking stall.	Install individual sign unit for accessible parking stall and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign. Sign unit shall include van accessible sign.	502.6
Passenger Loading Zones					
63	Passenger Loading Zone PLZ#1	Passenger Loading Zone	The loading zone's access aisle is 104 inches wide and 68 feet long. Slopes were at or below 2.0% in all directions. However, the access aisle is not marked or hatched to discourage parking within the aisle. Furthermore, there is no curb ramp within the adjacent concrete sidewalk to allow access on to the sidewalk.	Stripe hatched markings within the access aisle to discourage parking. Install parallel concrete curb ramp within concrete sidewalk to allow access on to walk.	503.1

64	Passenger Loading Zone PLZ#2	Passenger Loading Zone	The loading zone's access aisle is 104 inches wide and 68 feet long. Slopes were at or below 2.0% in all directions. However, the access aisle is not marked or hatched to discourage parking within the aisle. Furthermore, there is no curb ramp within the adjacent concrete sidewalk to allow access on to the sidewalk.	Stripe hatched markings within the access aisle to discourage parking. Install parallel concrete curb ramp within concrete sidewalk to allow access on to walk.	503.1
Accessible Routes					
65	Accessible Route AR#1 - from Public Right-of-Way to CR#1	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
66	Curb Ramp CR#1 - from AR#1 to AR#2	Curb Ramp	Running slopes within the parallel concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
67	Accessible Route AR#2 - from CR#1 to CR#2	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
68	Curb Ramp CR#2 - from AR#2 to AR#3	Curb Ramp	Running slopes within the parallel concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
69	Accessible Route AR#3 - from CR#2 to AR#4	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
70	Accessible Route AR#4 - from AR#3 and AR#5 to Building Entrance	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
71	Accessible Route AR#5 - from AR#4 to CR#3	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
72	Curb Ramp CR#3 - from AR#5 to AR#6	Curb Ramp	Running slopes within the parallel concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
73	Accessible Route AR#6 - from CR#3 to CR#4	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
74	Curb Ramp CR#4 - from AR#6 to AR#7	Curb Ramp	Running slopes within the parallel concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
75	Accessible Route AR#7 - from CR#4 to CR#5	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
76	Curb Ramp CR#5 - from AR#7 to AR#8	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
77	Accessible Route AR#8 - from CR#5 to CR#6	Accessible Route	Running slopes within asphalt pavement are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
78	Curb Ramp CR#6 - from AR#8 to AR#9	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
79	Accessible Route AR#9 - from CR#6 to Public Right-of-Way	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
80	Accessible Route AR#10 - from Ella Mae Power Park Curb Ramp to CR#7	Accessible Route	Running slopes within asphalt pavement are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
81	Curb Ramp CR#7 - from AR#10 to AR#11 and AR#13	Curb Ramp	Running slopes within the parallel concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4

82	Accessible Route AR#11 - from CR#7 to CR#8	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
83	Curb Ramp CR#8 - from AR#11 to AR#12	Curb Ramp	Running slopes within the parallel concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
84	Accessible Route AR#12 - from CR#8 to CR#9	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
85	Curb Ramp CR#9 - from AR#12 to CR#10	Curb Ramp	Running slopes within the parallel concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
86	Curb Ramp CR#10 - from CR#9 and CR#12 to AR#15	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Both side flare slopes are at or below 8.3%. Level landings are provided.	No action required.	406.1 & 406.4
87	Accessible Route AR#13 - from CR#7 to CR#11	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
88	Curb Ramp CR#11 - from AR#13 to AR#14	Curb Ramp	Running slopes within the parallel concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
89	Accessible Route AR#14 - from CR#11 to CR#12	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
90	Curb Ramp CR#12 - from AR#14 to CR#10	Curb Ramp	Running slopes within the parallel concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
91	Accessible Route AR#15 - from CR#10 to CR#13	Accessible Route	Running slopes within asphalt pavement are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
92	Curb Ramp CR#13 - from AR#15 to AR#16, AR#21 and AR#23	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Both side flare slopes are at or below 8.3%. Level landings are provided.	No action required.	406.1 & 406.4
93	Accessible Route AR#16 - from CR#13 to CR#14	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
94	Curb Ramp CR#14 - from AR#16 to AR#17	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
95	Accessible Route AR#17 - from CR#14 to CR#15	Accessible Route	Running slopes within asphalt pavement are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
96	Curb Ramp CR#15 - from AR#17 to AR#18	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
97	Accessible Route AR#18 - from CR#15 to CR#16	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
98	Curb Ramp CR#16 - from AR#18 to AR#19	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
99	Accessible Route AR#19 - from CR#16 to CR#17	Accessible Route	Running slopes within asphalt pavement are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
100	Curb Ramp CR#17 - from AR#19 to AR#20	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4

101	Accessible Route AR#20 - from CR#17 to High School	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
102	Accessible Route AR#21 - from CR#13 to CR#18	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
103	Curb Ramp CR#18 - from AR#21 to AR#22	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
104	Accessible Route AR#22 - from CR#18 to CR#19	Accessible Route	Running slopes within asphalt pavement are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
105	Curb Ramp CR#19 - from AR#22 to Novi Police Department	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
106	Accessible Route AR#23 - from CR#13 to CR#20	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
107	Curb Ramp CR#20 - from AR#23 to AR#24	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
108	Accessible Route AR#24 - from CR#20 to CR#21	Accessible Route	Running slopes within asphalt pavement are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
109	Curb Ramp CR#21 - from AR#24 to AR#25	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4
110	Accessible Route AR#25 - from CR#21 to Building Entrance	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
111	Accessible Route AR#26 - from PLZ#1 to AR#25	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
112	Accessible Route AR#27 - from CR#22 to AR#25	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
113	Curb Ramp CR#22 - from APA#5 to AR#27	Curb Ramp	Running slopes within the concrete curb ramp are at or below 8.3% and cross-slopes are at or below 2.0%. Level landings are provided.	No action required.	406.1 & 406.4



Spalding DeDecker
Associates, Inc.

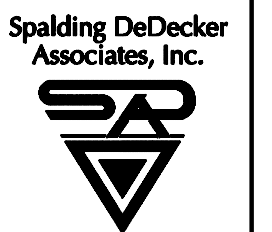
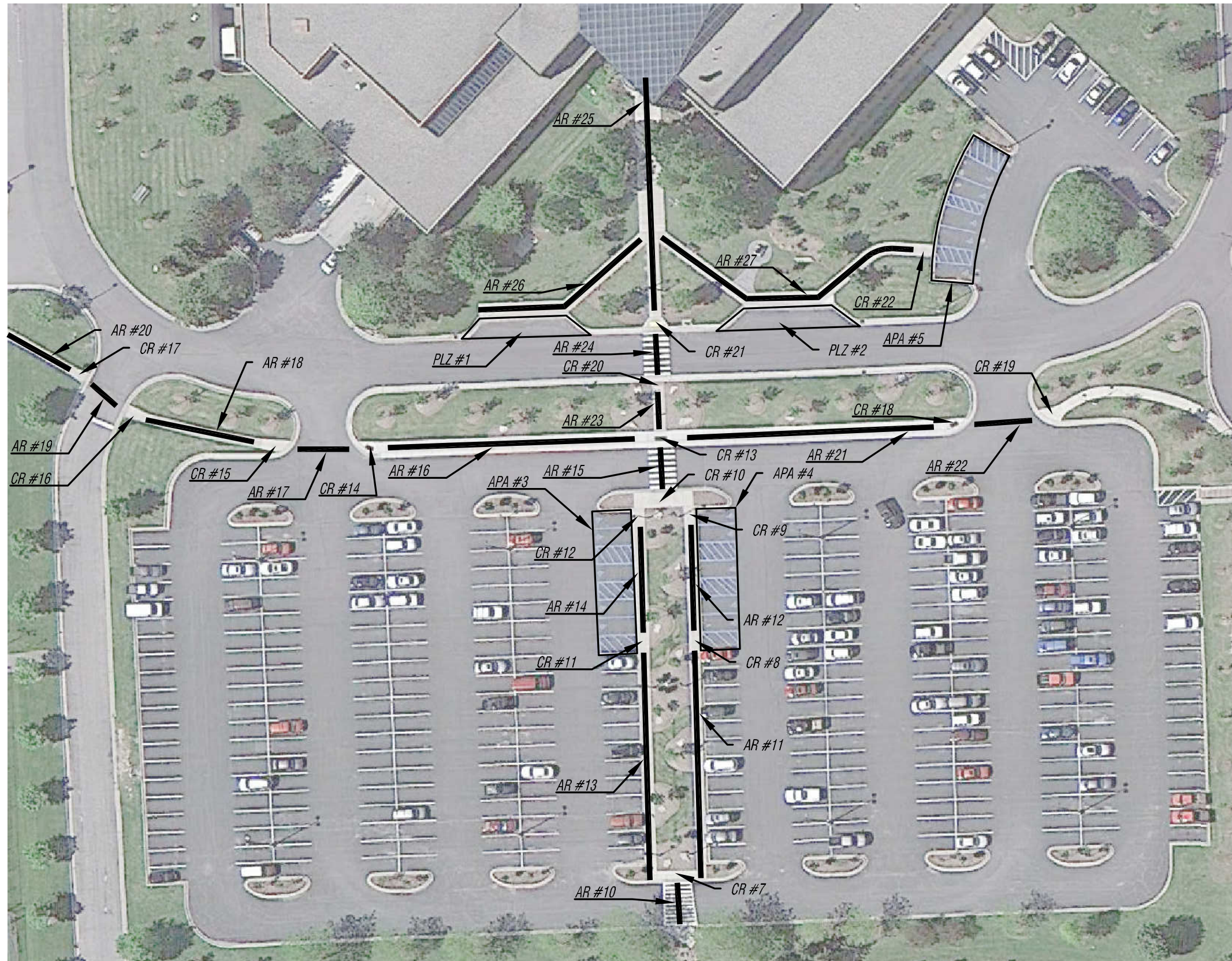


DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

SPALDING DeDECKER ASSOCIATES, INC.
ENGINEERS SURVEYORS
905 SOUTH BLVD. EAST PHONE: (248) 844-5400
ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404
www.sda-eng.com

Civic Center - North
City of Novi
ADA Compliance Transition Plan

JOB No. NV13006	DRAWING No. CIVIC CENTER
SCALE: NONE	SHEET CC-1



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Civic Center - South City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. CIVIC CENTER
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET
PROJECT MANAGER: TJS	BID PLAN DATE:				CC-2



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Civic Center	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/07/14

SUMMARY

ADA IMPROVEMENTS - NORTH PARKING

ADA Improvements	\$6,250.00
15% Contingency	\$937.50
TOTAL - NORTH PARKING	\$7,187.50

ADA IMPROVEMENTS - SOUTH PARKING

ADA Improvements	\$32,570.00
15% Contingency	\$4,885.50
TOTAL - SOUTH PARKING	\$37,455.50

GRAND TOTAL	\$44,643.00
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Civic Center **JOB NO.** NV13006

ADA - NORTH PARKING					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	1200	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$5.00	\$6,000.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
TOTAL ADA - NORTH PARKING					\$6,250.00
15% CONTINGENCY					\$937.50

ADA - SOUTH PARKING					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
634	15	EA.	INSTALL SIGN	\$350.00	\$5,250.00
571	4884	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$5.00	\$24,420.00
637	1	L.S.	STRIPING	\$500.00	\$500.00
504	2	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$2,400.00
TOTAL ADA - SOUTH PARKING					\$32,570.00
15% CONTINGENCY					\$4,885.50

TOTAL	\$44,643.00
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CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX D

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking - Department of Public Services Building					
1	Accessible Parking	Quantity	The Public Services building has a total of 22 parking spaces within the lot immediately surrounding the main entrance. The large lot that is shared between the Public Services building and the Police Firearms Training Center contains 20 spaces and can be split between the two buildings. Therefore, the Public Services building can be considered to have 32 total parking spaces, one (1) of which is identified as accessible. There are additional spaces within the site that are reserved solely for city owned vehicles, trailers, or equipment. These are not included in the parking count. Based on the total of 32 parking spaces, the site is required to have two (2) accessible stalls, and one (1) of these must be noted as van accessible.	Add van accessible sign to existing sign post unit and add a second accessible parking space adjacent to existing access aisle A1. See APA#1 notes below.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1 - Department of Services Lot					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 128 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 was measured to be 60 inches wide. A portion of the aisle had slopes exceeding the maximum allowable 2.0%, measured up to 3.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide a van accessible access aisle a minimum of 96 inches wide.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	A second required accessible parking stall is currently not provided at this site.	Stripe a new accessible space with a minimum width of 96 inches directly adjacent to the revised access aisle if existing slopes are at or below 2.0% in all directions. If slopes are greater than 2.0%, re-grade pavement to provide compliant slopes.	502.2 & 502.4
6	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign unit does not include a van accessible sign and has a clearance of 77 inches from the ground surface to the bottom of the lowest sign.	Add a van accessible sign to existing sign post unit and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
7	Accessible Parking Area APA#1 - P2 Signage	Signage	A second sign is currently not provided at this site.	Install a second ADA sign unit at proposed parking space P2 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes - Department of Public Services Building					
8	Accessible Route AR#1 - from APA#1 to Building Entrance	Accessible Route	The concrete sidewalk accessible route is directly connected to and flush with the access aisle A1. Slopes along this route are at or below 2.0%. However, there are minor spalls and lips at joints that are creating non-compliant situations.	Remove lips at concrete sidewalk joints by diamond grinding or concrete leveling and seal all minor spalls to provide flush surface free of openings. Maintain slopes at or below 2.0% in all directions.	403.3
Accessible Parking - Police Firearms Training Center Building					
9	Accessible Parking	Quantity	The Firearms Training Center has a total of 12 parking spaces within the lot immediately surrounding the main entrance. The large lot that is shared between the Public Services building and the Police Firearms Training Center contains 20 spaces and can be split between the two buildings. Therefore, the Public Services building can be considered to have 22 total parking spaces, one (1) of which is identified as accessible. Based on this count, the site is required to have one (1) accessible stall which must be identified as van accessible.	Add van accessible sign to existing sign post unit. See APA#2 notes below.	208.2
10	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#2 - Police Firearms Training Center Lot					
11	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The existing parking space was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4

12	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 was measured to be 60 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Since the sole accessible parking space is required to be identified as van accessible, the access aisle layout needs to be widened to be a minimum of 96 inches wide. If the slopes of the adjacent pavement exceed 2.0%, re-grade the asphalt pavement to provide ADA compliant slopes prior to re-striping.	502.2, 502.3 & 502.4
13	Accessible Parking Area APA#2 - P1 Signage	Signage	The existing sign unit does not include a van accessible sign and has a clearance of 80 inches from the ground surface to the bottom of the lowest sign.	Add a van accessible sign to existing sign post unit and provide a minimum clearance of 60 inches from the top of the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes - Police Firearms Training Center Building					
14	Accessible Route AR#2 - from APA#2 to CR#1	Accessible Route	The asphalt pavement route has running slopes less than 5.0%, but it also has cross-slopes exceeding the maximum allowable 2.0%, measured up to 3.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%.	403.3
15	Curb Ramp CR#1	Curb Ramp	The concrete curb ramp has rolled sides and cross-slopes at or below the maximum allowable 2.0%. However, the ramp also has running slopes exceeding the maximum allowable 8.3%, measured up to 9.4%.	Replace existing concrete ramp to provide ADA compliant running slopes at or below 8.3% and a level landing at the top of the ramp.	406.1 & 406.4
16	Accessible Route AR#3 - from CR#1 to Building Entrance	Accessible Route	The concrete sidewalk accessible route contains cross-slopes exceeding the maximum allowable 2.0%, measured up to 3.0%.	Re-grade the concrete sidewalk to provide cross-slopes at or below 2%.	403.3



Spalding DeDecker
Associates, Inc.



DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

SPALDING DeDECKER ASSOCIATES, INC.

ENGINEERS SURVEYORS
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Department of Public Services - South
City of Novi
ADA Compliance Transition Plan

JOB No. NV13006	DRAWING No. DPS
SCALE: NONE	SHEET DPS-1



Spalding DeDecker
Associates, Inc.



DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

SPALDING DeDECKER ASSOCIATES, INC.	
ENGINEERS	SURVEYORS
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ROCHESTER HILLS, MI 48307	FAX: (248) 844-5404
www.sda-eng.com	

Department of Public Services - North City of Novi ADA Compliance Transition Plan	JOB No. NV13006
	SCALE: NONE
	DRAWING No. DPS

DRAWING No. DPS
SHEET DPS-2



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Department of Public Services	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/07/14

SUMMARY

ADA IMPROVEMENTS - DEPARTMENT OF PUBLIC SERVICES BUILDING

ADA Improvements	\$5,190.00
15% Contingency	\$778.50
TOTAL - DEPARTMENT OF PUBLIC SERVICES BUILDING	\$5,968.50

ADA IMPROVEMENTS - POLICE FIREARMS TRAINING CENTER BUILDING

ADA Improvements	\$11,435.00
15% Contingency	\$1,715.25
TOTAL - POLICE FIREARMS TRAINING CENTER BUILDING	\$13,150.25

GRAND TOTAL	\$19,118.75
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Department of Public Services JOB NO. NV13006

ADA - DEPARTMENT OF PUBLIC SERVICES BUILDING					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	750	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$5.00	\$3,750.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
634	1	EA.	INSTALL SIGN	\$350.00	\$350.00
635	1	EA.	RELOCATE EXISTING SIGN	\$250.00	\$250.00
640	59	S.F.	GRIND, LEVEL, OR SEAL SIDEWALK TO PROVIDE FLUSH SURFACE	\$10.00	\$590.00
TOTAL ADA - DEPARTMENT OF PUBLIC SERVICES BUILDING					\$5,190.00
15% CONTINGENCY					\$778.50

ADA - POLICE FIREARMS TRAINING CENTER BUILDING					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
634	1	EA.	INSTALL SIGN	\$350.00	\$350.00
571	962	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$5.00	\$4,810.00
572	340	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE SIDEWALK	\$10.00	\$3,400.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
504	1	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$1,200.00
503	19	L.F.	REMOVE AND REPLACE CONC CURB & GUTTER	\$75.00	\$1,425.00
TOTAL ADA - POLICE FIREARMS TRAINING CENTER BUILDING					\$11,435.00
15% CONTINGENCY					\$1,715.25

TOTAL						\$19,118.75
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CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES

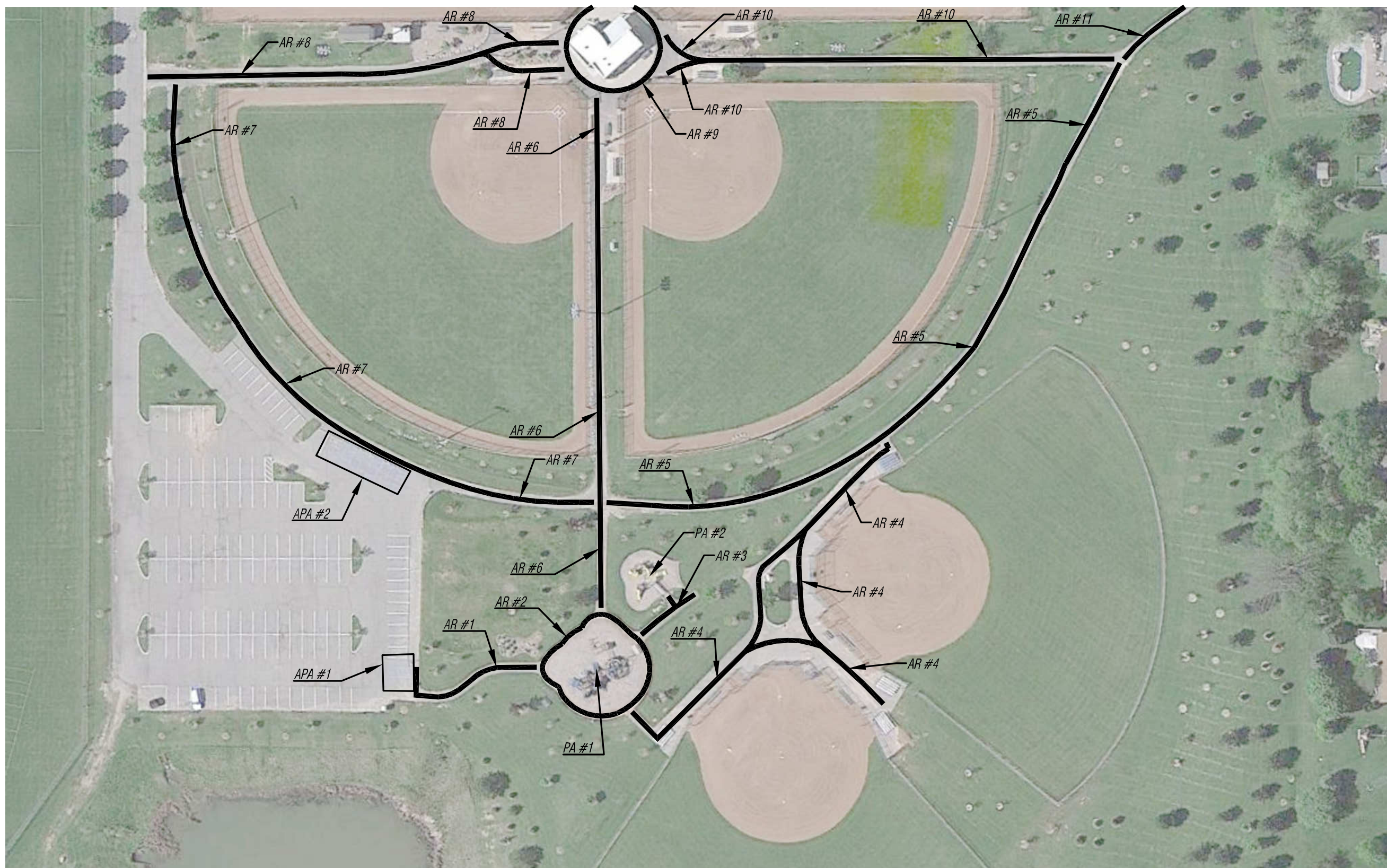


APPENDIX E

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 136 total parking spaces identified at the time of survey, including six (6) accessible parking spaces, none of which were designated as van accessible. Based on the total count, five (5) accessible parking spaces are required, and one (1) must be designated as van accessible.	Revise striping layout to provide one van accessible access aisle and add a van accessible sign to that stall's existing sign unit. See APA#1 notes below.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 98 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	No action required.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking space P1 was measured to be 92 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	Revise striping to provide a van accessible access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing portable sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	Attach van accessible sign to existing sign unit and provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Parking Area APA#2					
6	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The existing parking space was measured to be 100 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	No action required.	502.2 & 502.4
7	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 56 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
8	Accessible Parking Area APA#2 - Parking Space P2	Parking Space	The existing parking space was measured to be 96 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	No action required.	502.2 & 502.4
9	Accessible Parking Area APA#2 - Parking Space P3	Parking Space	The existing parking space was measured to be 102 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	No action required.	502.2 & 502.4
10	Accessible Parking Area APA#2 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 56 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
11	Accessible Parking Area APA#2 - Parking Space P4	Parking Space	The existing parking space was measured to be 96 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	No action required.	502.2 & 502.4
12	Accessible Parking Area APA#2 - Parking Space P5	Parking Space	The existing parking space was measured to be 100 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	No action required.	502.2 & 502.4
13	Accessible Parking Area APA#2 - Access Aisle A3	Access Aisle	The existing access aisle serving parking space P5 was measured to be 56 inches wide. Asphalt pavement slopes were measured at or below 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
14	Accessible Parking Area APA#2 - P1 Signage	Signage	The existing portable sign unit has a clearance of 86 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
15	Accessible Parking Area APA#2 - P2 Signage	Signage	The existing portable sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
16	Accessible Parking Area APA#2 - P3 Signage	Signage	The existing portable sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6

17	Accessible Parking Area APA#2 - P4 Signage	Signage	The existing portable sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
18	Accessible Parking Area APA#2 - P5 Signage	Signage	The existing portable sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Routes					
19	Accessible Route AR#1 - from APA#1 to AR#2	Accessible Route	Running slopes within the asphalt pathway accessible route are generally at or below 5.0% and cross-slopes are generally at or below 2.0%. However, areas of pavement deterioration are creating uneven surface levels.	Re-grade the isolated distressed areas of asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
20	Accessible Route AR#2 - Circular Path Around Play Area PA#1	Accessible Route	The concrete sidewalk route has isolated areas of cross-slopes exceeding 2.0%, measured up to 3.5%. Areas of concrete deterioration are creating changes in surface level.	Re-grade the isolated areas of concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
21	Accessible Route AR#3 - from AR#2 to PA#2	Accessible Route	Isolated areas within the asphalt pathway have running slopes exceeding 5.0%, measured up to 5.7%. Isolated cross-slopes exceed 2.0%, measured up to 8.0%.	Re-grade the asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
22	Accessible Route AR#4 - from AR#2 to AR#5	Accessible Route	Isolated areas within the asphalt pathway have running slopes exceeding 5.0%, measured up to 6.5%. Isolated cross-slopes exceed 2.0%, measured up to 7.0%.	Re-grade the asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
23	Accessible Route AR#5 - from AR#6 to AR#11	Accessible Route	The asphalt pathway contains isolated sections with cross-slopes exceeding the maximum allowable 2.0%, measured up to 7.0%. There are multiple portions of this route that is experiencing surface distortion, creating many uneven surfaces and highly variable slopes.	Re-grade the asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
24	Accessible Route AR#6 - from AR#2 to AR#9	Accessible Route	Portions of the asphalt pathway contain cross-slopes exceeding 2.0%, measured up to 4.4%.	Re-grade the asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
25	Accessible Route AR#7 - from AR#6 to AR#8	Accessible Route	The asphalt pathway contains one small section at its north end with cross-slopes exceeding 2.0%, measured up to 5.0%.	Re-grade the isolated areas of the asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
26	Accessible Route AR#8 - from AR#7 to AR#9	Accessible Route	The asphalt pathway contains a couple of small sections with running slopes above the maximum allowable 5.0%, measured up to 6.9%.	Re-grade the isolated areas of the asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
27	Accessible Route AR#9 - Main Circular Path at Center of Baseball Diamonds	Accessible Route	The accessible route comprised of multiple materials contains cross-slopes consistently above the maximum allowable 2.0%, measured up to 6.0%.	Re-grade the isolated areas to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
28	Accessible Route AR#10 - from AR#9 to AR#11 and AR#5	Accessible Route	Cross-slopes within the asphalt pathway route exceed 2.0% in multiple areas, measured up to 5.8%. One section also has running slopes up to 6.0%.	Re-grade the isolated areas of the asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
29	Accessible Route AR#11 - from AR#10 to East Public Right-of-Way	Accessible Route	The asphalt pathway accessible route contains multiple areas of distortion leading to changes in surface level and variable slopes.	Repair the asphalt pavement and provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
30	Accessible Route AR#12 - from AR#9 to AR#13	Accessible Route	Portions of the asphalt pathway have cross-slopes exceeding 2.0%, measured up to 3.5%.	Re-grade the isolated areas of the asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
31	Accessible Route AR#13 - from AR#9 to CR#1	Accessible Route	The north end of the asphalt pathway accessible route has running slopes exceeding 5.0%, measured up to 10%. The north end also has cross-slopes exceeding 2.0%, measured up to 6.0%.	Re-grade the isolated areas of the asphalt pathway to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
32	Curb Ramp CR#1 - from AR#13 to Civic Center Parking Lot	Curb Ramp	The curb ramp portion was measured to be level in all directions, thus making it the level landing portion of the accessible route.	No action required.	406.1 & 406.4

	Play Areas				
33	Play Area PA#1	Play Area	Play area surface is comprised of woodchips and is surrounded by a raised concrete curb border that does not allow a flush transition surface into the play area.	Install asphalt or concrete path with ADA compliant slopes cut into the existing curb border to allow flush access into the play area. Woodchip surface must be placed flush up against new path entrance into play area as well.	1008.1
34	Play Area PA#2	Play Area	The accessible route leading up to the play area connects to an elevated bridge portion of the structure that leads to a slide down to the play area woodchip surface. Therefore, the play area surface is actually a level lower than the accessible route into the play area. The play area surface is then surrounded by a raised border with no accessible route out of the play area. Furthermore, there is a change in level where the ingress accessible route meets the play structure.	Provide flush transition from ingress accessible route to the elevated bridge portion of the play structure. Provide accessible route path with compliant slopes out of the play area surface that is flush with the play area woodchip surface, free of changes of level.	1008.1

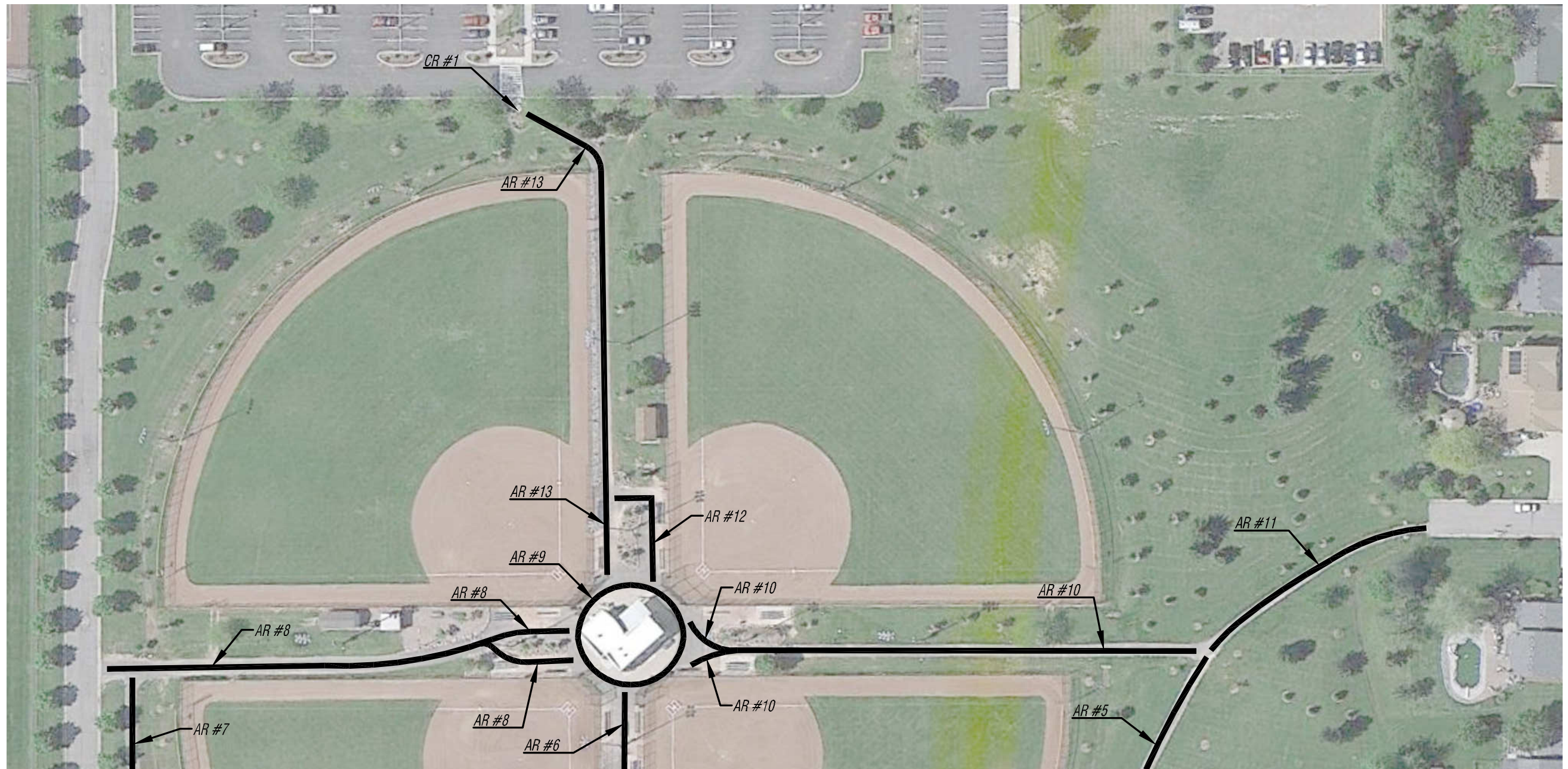


DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

SPALDING DeDECKER ASSOCIATES, INC.	
ENGINEERS	SURVEYORS
905 SOUTH BLVD. EAST	PHONE: (248) 844-5400
ROCHESTER HILLS, MI 48307	FAX: (248) 844-5404
www.sda-eng.com	

Ella Mae Power Park - South	
City of Novi	
ADA Compliance Transition Plan	

JOB No. NV13006	DRAWING No. ELLA MAE
SCALE: NONE	SHEET EMPP-1



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Ella Mae Power Park - North City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. ELLA MAE
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET EMPP-2
PROJECT MANAGER: TJS	BID PLAN DATE:				



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Ella Mae Power Park	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/07/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$142,875.00
15% Contingency	\$21,431.25
TOTAL - ADA IMPROVEMENTS	\$164,306.25

GRAND TOTAL	\$164,306.25
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

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COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Ella Mae Power Park JOB NO. NV13006

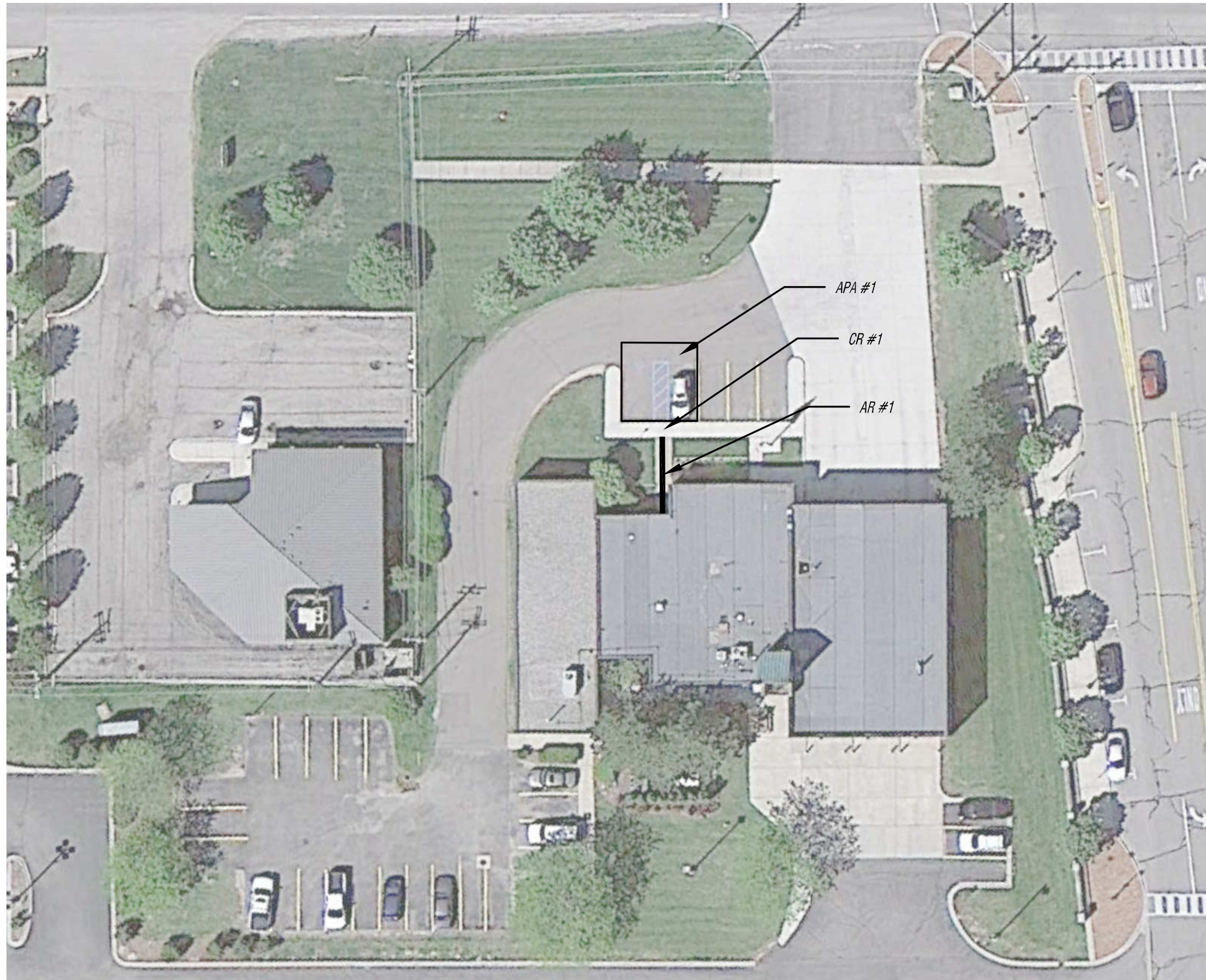
ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
637	1	L.S.	STRIPING	\$500.00	\$500.00
641	1	EA.	ATTACH VAN ACCESSIBLE SIGN TO EXISTING	\$100.00	\$100.00
643	27173	S.F.	INTERMITTENT ASPHALT PATHWAY REPAIR AND/OR LEVELING	\$5.00	\$135,865.00
642	341	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$10.00	\$3,410.00
644	2	EA.	ADA COMPLIANT ENTRY TO PLAY AREA	\$1,500.00	\$3,000.00
TOTAL ADA					\$142,875.00
15% CONTINGENCY					\$21,431.25
TOTAL					\$164,306.25

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX F

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 30 total parking spaces identified at the time of survey, including one (1) accessible parking space which was not designated as van accessible. Based on this count, two (2) accessible parking spaces are required, and one (1) must be designated as van accessible.	Add van accessible space adjacent to existing access aisle A1. See APA#1 notes below.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The single designated accessible parking space was measured to be 110 inches wide. Pavement slopes were found to be compliant with ADA standards.	No action required.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle was measured to be 92 inches wide which is less than the minimum width of 96 inches for a van accessible aisle. Pavement slopes were found to be compliant with ADA standards.	Revise striping layout to provide a van accessible access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	A second required accessible parking stall is currently not provided at this site.	Stripe a new van accessible space with a minimum width of 96 inches directly adjacent to the revised access aisle if existing slopes are at or below 2.0% in all directions. If slopes are greater than 2.0%, re-grade pavement to provide compliant slopes.	502.2 & 502.4
6	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign has a clearance of 57 inches from the ground surface to the bottom of the lowest sign.	Adjust existing sign to provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
7	Accessible Parking Area APA#1 - P2 Signage	Signage	A second sign is currently not provided at this site.	Install a second ADA sign unit including a van accessible sign at proposed parking space P2 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes					
8	Curb Ramp CR#1	Curb Ramp	The concrete parallel curb ramp was measured to have a level landing within the center of the ramp and running side slopes within the maximum allowable 8.3%. Level landings were also provided at the top of both side slopes.	No action required.	406.1 & 406.4
9	Accessible Route AR#1 - from CR#1 to Building Entrance	Accessible Route	The concrete sidewalk accessible route had one flag that was measured to have a running slope at 6.0%, which exceeds the maximum allowable 5.0%. All other running slopes and cross-slopes are compliant.	Re-grade leg of concrete sidewalk to provide all running slopes at or below 5.0% and cross-slopes at or below 2.0%. If final slopes must exceed 5.0%, provide level landings at the top and bottom of the ramp, and provide compliant handrails on both sides of the sidewalk.	403.3



Spalding DeDecker
Associates, Inc.



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Fire Station No. 1 City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. FIRE STATION 1
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET
PROJECT MANAGER: TJS	BID PLAN DATE:				FS1-1



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Fire Station No. 1	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/10/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$7,815.00
15% Contingency	\$1,172.25
TOTAL - ADA IMPROVEMENTS	\$8,987.25

GRAND TOTAL	\$8,987.25
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SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
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COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Fire Station No. 1 JOB NO. NV13006

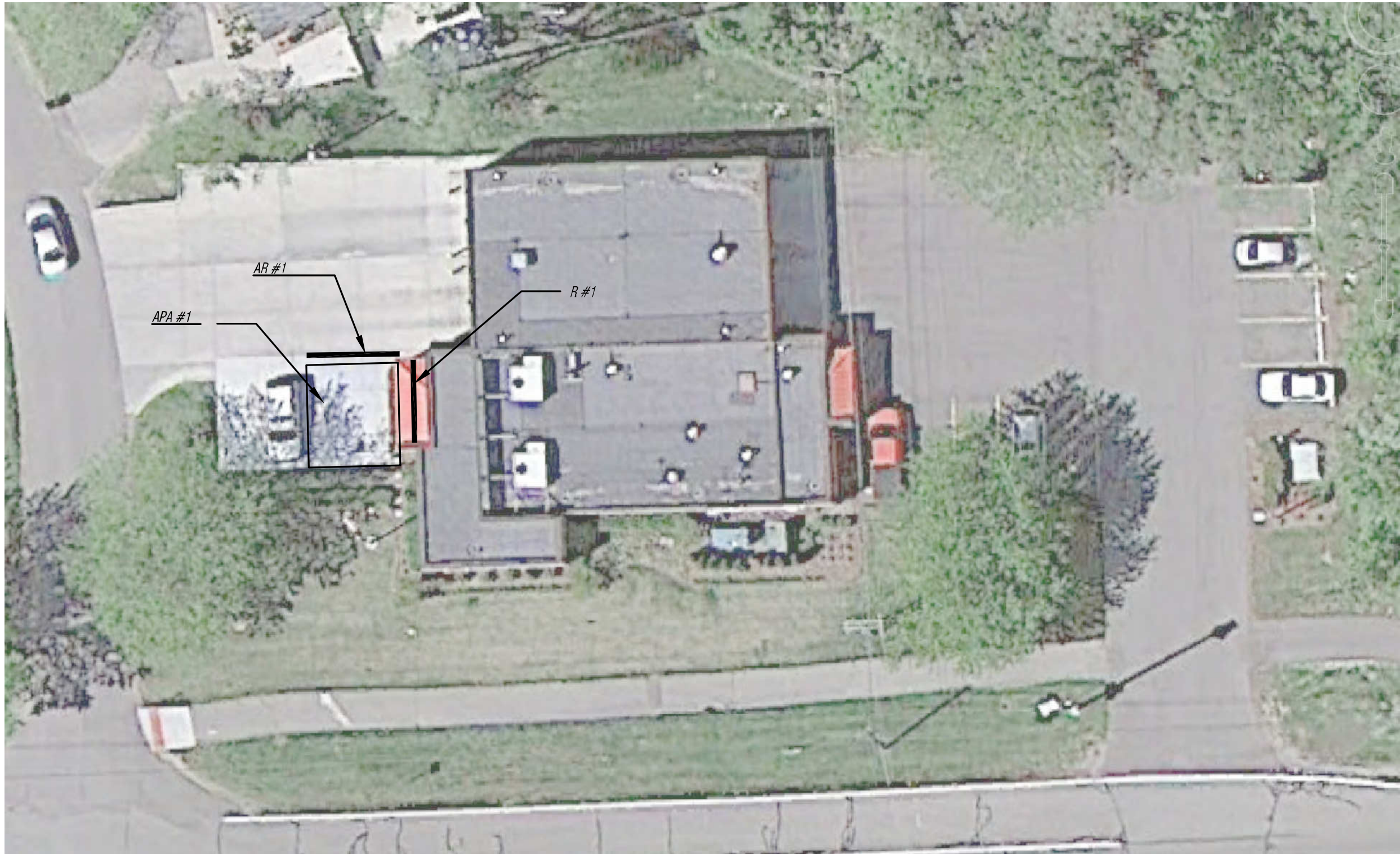
ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
637	1	L.S.	STRIPING	\$250.00	\$250.00
641	1	EA.	VAN ACCESSIBLE SIGN	\$350.00	\$350.00
571	341	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$15.00	\$5,115.00
572	140	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE SIDEWALK	\$15.00	\$2,100.00
TOTAL ADA					\$7,815.00
15% CONTINGENCY					\$1,172.25
TOTAL					\$8,987.25

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX G

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 13 total parking spaces identified at the time of survey, including one (1) accessible parking space which was designated as van accessible. Based on this count, one (1) accessible parking space is required, which must be designated as van accessible.	No action required.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The single designated van accessible parking space was measured to be 98 inches wide. Portions of the concrete pavement stall had slopes in excess of the maximum allowable 2.0%, measured up to 2.7%.	Remove the existing concrete pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle was measured to be 91 inches wide which is less than the minimum width of 96 inches for a van accessible aisle. Portions of the concrete pavement had slopes in excess of the maximum allowable 2.0%, measured up to 2.4%.	Remove the existing concrete pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide a 96 inch wide access aisle.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign includes a van accessible sign and has a clearance of 75 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Routes					
6	Accessible Route AR#1 - from APA#1 to R#1	Accessible Route	The concrete pavement accessible route leading from accessible parking area APA#1 to ramp R#1 was measured to have cross-slopes above the maximum allowable 2.0%, measured up to 3.0%.	Remove the existing concrete pavement, re-grade and replace to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%.	403.3
7	Ramp R#1	Ramp	The concrete ramp was measured to have running slopes ranging from 4.6% to 6.2%, which is compliant with ADA standards. However, handrails are not provided along the edges of the ramp. An existing level landing is provided at the top of the ramp, but not at the bottom.	Install ADA compliant handrails along both sides of the existing ramp. Remove and replace the existing concrete pavement at the bottom of the ramp to provide a level landing.	405.1



DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

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Fire Station No. 2
City of Novi
ADA Compliance Transition Plan

JOB No. NV13006	DRAWING No. FIRE STATION 2
SCALE: NONE	SHEET FS2-1



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COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Fire Station No. 2	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/10/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$11,640.00
15% Contingency	\$1,746.00
TOTAL - ADA IMPROVEMENTS	\$13,386.00

GRAND TOTAL	\$13,386.00
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SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
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COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Fire Station No. 2 JOB NO. NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
637	1	L.S.	STRIPING	\$250.00	\$250.00
574	442	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE PAVEMENT	\$20.00	\$8,840.00
645	34	L.F.	ADA COMPLIANT HANDRAILS	\$75.00	\$2,550.00
TOTAL ADA					\$11,640.00
15% CONTINGENCY					\$1,746.00

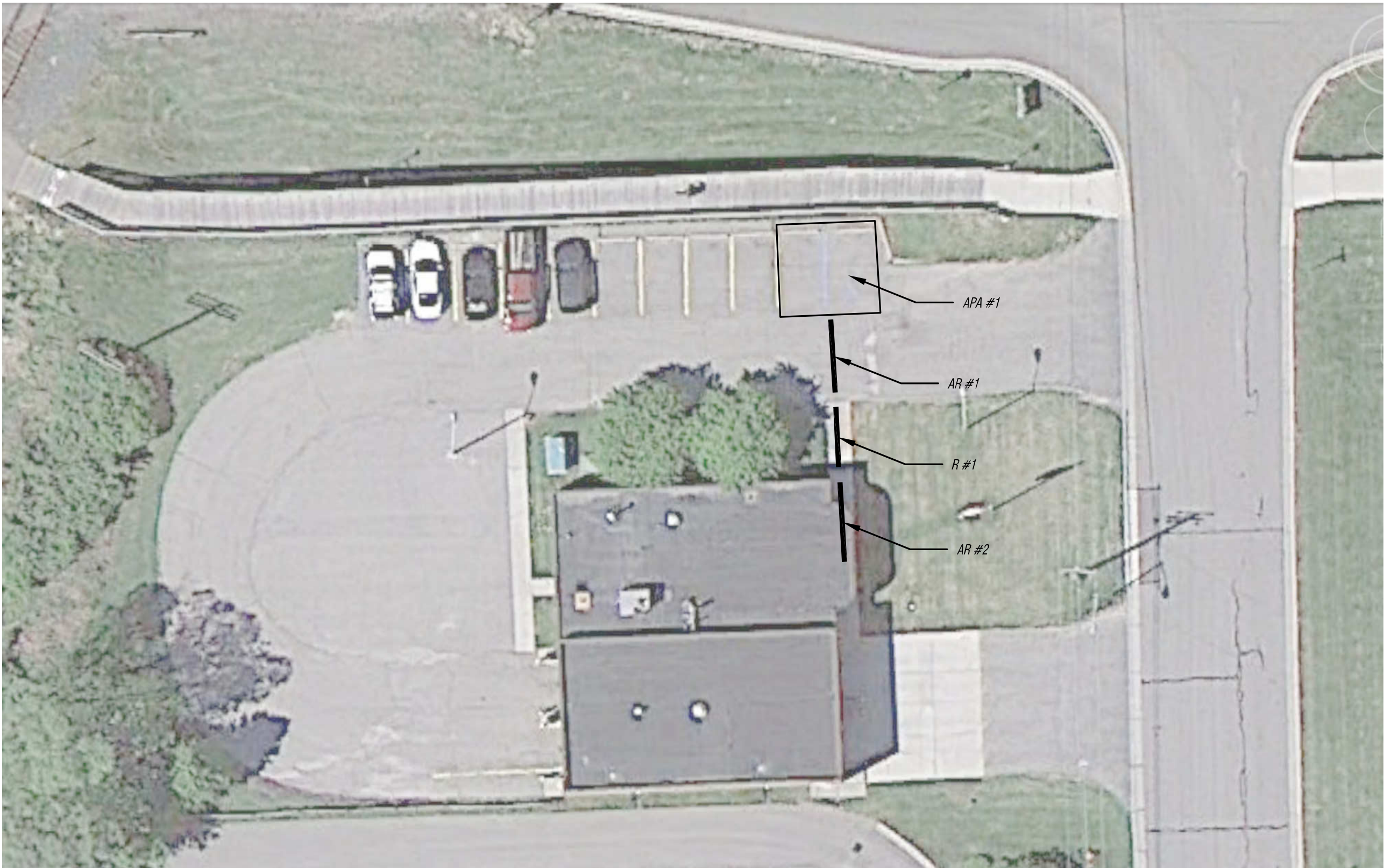
TOTAL	\$13,386.00
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CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX H

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 11 total parking spaces identified at the time of survey, including one (1) accessible parking space which was not designated as van accessible. Based on this count, one (1) accessible parking space is required, which must be designated as van accessible.	Add van accessible access aisle adjacent to existing accessible parking space P1. See APA#1 notes below. Consider re-surfacing the asphalt parking lot pavement in poor condition to provide a smooth surface.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The single designated accessible parking space was measured to be 144 inches wide. Portions of the asphalt pavement stall had slopes in excess of the maximum allowable 2.0%, measured up to 5.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	No access aisle is provided for parking space P1.	Stripe an adjacent access aisle with a minimum width of 96 inches to designate P1 as a van accessible space if existing slopes are at or below 2.0% in all directions. If existing slopes are above 2.0%, remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions prior to striping.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - P1 Signage	Signage	No sign is currently provided for parking space P1.	Install ADA sign unit including a van accessible sign at parking space P1 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes					
6	Accessible Route AR#1 - from APA#1 to R#1	Accessible Route	The asphalt pavement path from the existing ADA stall P1 to the existing ramp has running slopes at or below 5.0%, but has cross-slopes exceeding the maximum allowable 2.0%, measured up to 3.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%.	403.3
7	Ramp R#1	Ramp	The concrete sidewalk ramp was measured to have running slopes ranging from 4.8% to 7.2%, which is compliant with ADA standards. However, the measured cross-slopes of the ramp are above the maximum allowable 2.0% at 3.1%. Furthermore, handrails are not provided along the edges of the ramp and level landings are not provided at the top and bottom of the ramps.	Remove and replace existing ramp with ADA compliant slopes, level landings at the top and bottom of the ramp, and ADA compliant handrails along both sides.	405.1
8	Accessible Route AR#2 - from R#1 to Building Entrance	Accessible Route	Cross-slopes of the concrete sidewalk path exceed the maximum allowable 2.0%, measured up to 3.0%. Furthermore, there is no level landing provided at the building entrance door.	Replace the existing concrete sidewalk to provide ADA compliant slopes while maintaining positive drainage. Provide a level landing at the entrance door with a maximum slope of 2.0% in all directions.	403.3



DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

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ROCHESTER HILLS, MI 48307	FAX: (248) 844-5404
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Fire Station No. 3	
City of Novi	
ADA Compliance Transition Plan	

JOB No. NV13006	DRAWING No. FIRE STATION 3
SCALE: NONE	SHEET FS3-1



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Fire Station No. 3	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/05/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$16,567.00
15% Contingency	\$2,485.05
TOTAL - ADA IMPROVEMENTS	\$19,052.05

GRAND TOTAL	\$19,052.05
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SPALDING DeDECKER ASSOCIATES, INC.
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(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Fire Station No. 3 **JOB NO.** NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
634	1	EA.	INSTALL SIGN	\$350.00	\$350.00
571	1301	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$9,107.00
504	1	EA.	ADA SIDEWALK RAMP	\$5,000.00	\$5,000.00
572	124	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE SIDEWALK	\$15.00	\$1,860.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
TOTAL ADA					\$16,567.00
15% CONTINGENCY					\$2,485.05
TOTAL					\$19,052.05

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX I

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 40 total parking spaces identified at the time of survey, including two (2) accessible parking spaces which were both designated as van accessible by applicable signage. Based on this count, two (2) accessible parking spaces are required, and one of these must be designated as van accessible.	No action required.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The west van accessible parking space was measured to be 102 inches wide. Slopes were measured at 2.0% or below in all directions. Low severity spalls along the concrete pavement joints are creating non-compliant openings within the surface.	Seal all spalled joints and cracks.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serves two accessible parking stalls both designated as being van accessible. Therefore, the access aisle should be a minimum of 96 inches wide. However, the aisle is only 90 inches wide. Slopes were measured at 2.0% or below in all directions. Low severity spalls along the concrete pavement joints are creating non-compliant openings within the surface.	Revise striping layout of APA#1 to provide a van accessible access aisle with a minimum width of 96 inches. Seal all spalled joints and cracks.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The east van accessible parking space was measured to be 97 inches wide. Slopes were measured at 2.0% or below in all directions.	No action required.	502.2 & 502.4
6	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign includes a van accessible sign and has a clearance of 77 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
7	Accessible Parking Area APA#1 - P2 Signage	Signage	The existing sign includes a van accessible sign and has a clearance of 76 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Routes					
8	Curb Ramp CR#1	Curb Ramp	The concrete curb ramp has running slopes above the maximum allowable 8.3%, measured up to 9.2%. The side flares were also measured to be too steep, and no level landing is provided at the top of the curb ramp.	Replace existing ramp with curb ramp with ADA compliant slopes and a level landing at the top of the ramp.	406.1 & 406.4
9	Accessible Route AR#1 - from CR#1 to Building Entrance	Accessible Route	Running slopes are at or below 5.0% and cross-slopes are at or below 2.0%. However, there is no level landing provided at the door entrance.	Re-grade sidewalk to provide level landing at the building entrance door while maintaining ADA compliant running slopes and cross-slopes.	403.3
10	Accessible Route AR#2 - from Public Right-of-Way to AR#1	Accessible Route	Running slopes are at or below 5.0% and cross-slopes are at or below 2.0%. However, the concrete sidewalk surface is experiencing minor heaves and joint spalls that are creating non-compliant changes in level and openings.	Seal all spalled joints/cracks and isolated flag replacement to correct heaved changes in level.	403.3



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST ROCHESTER HILLS, MI 48307 PHONE: (248) 844-5400 FAX: (248) 844-5404 www.sda-eng.com	Fire Station No. 4 Training Center City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. FIRE STATION 4
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET FS4-1
PROJECT MANAGER: TJS	BID PLAN DATE:				



SPALDING DeDECKER ASSOCIATES, INC.

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COST OPINION

PROJECT DESCRIPTION ADA Compliance - Fire Station No.4 Training Center

JOB NO. NV13006

PREPARED BY JRE

REVIEWED BY TJS

DATE 02/10/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$8,535.00
15% Contingency	\$1,280.25
TOTAL - ADA IMPROVEMENTS	\$9,815.25

GRAND TOTAL

\$9,815.25

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SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Fire Station No.4 Training Center JOB NO. NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
637	1	L.S.	STRIPING	\$250.00	\$250.00
646	1	L.S.	SEAL CRACKS AND JOINTS	\$1,000.00	\$1,000.00
572	334	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE SIDEWALK	\$15.00	\$5,010.00
642	455	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$5.00	\$2,275.00
TOTAL ADA					\$8,535.00
15% CONTINGENCY					\$1,280.25
TOTAL					\$9,815.25

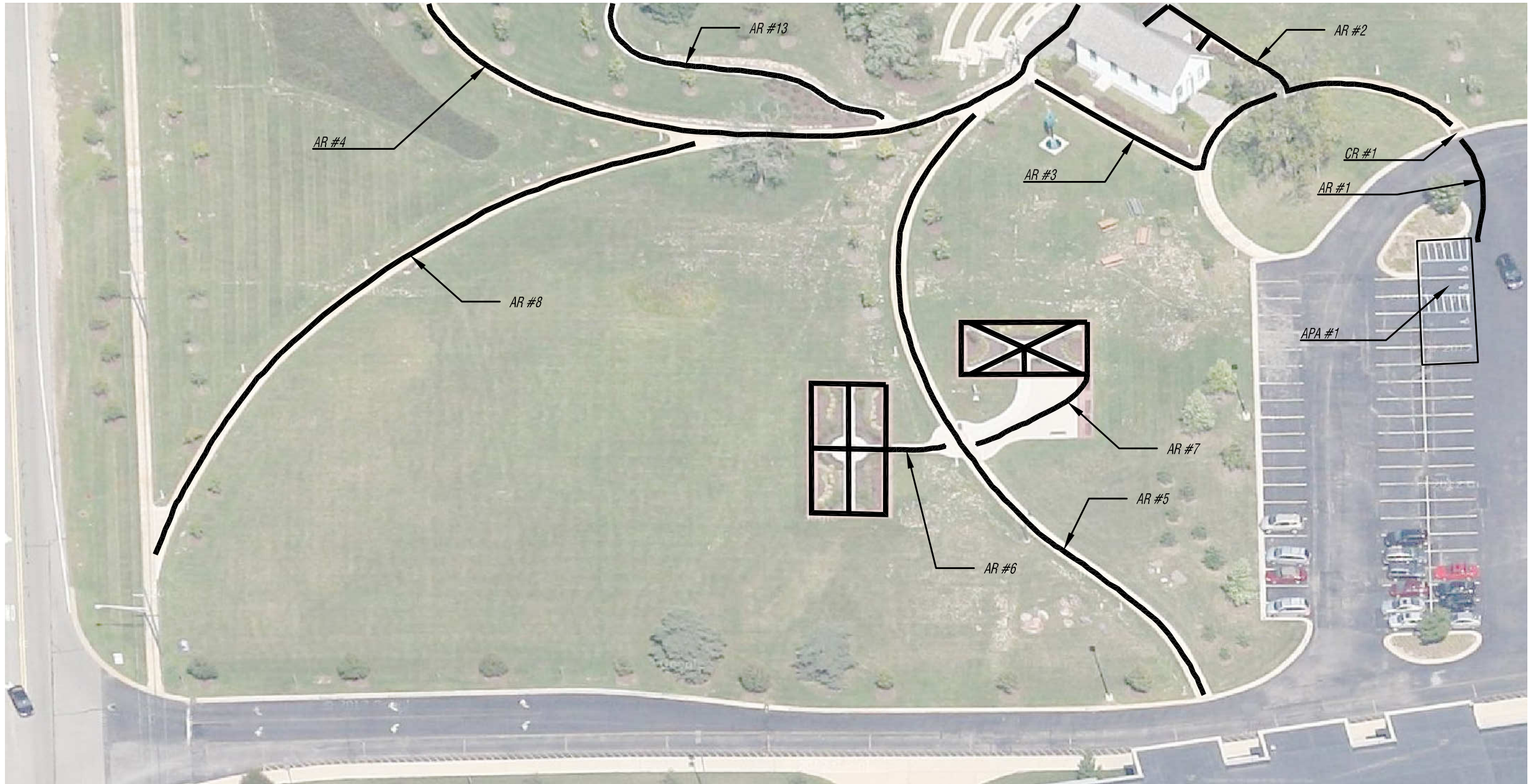
CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



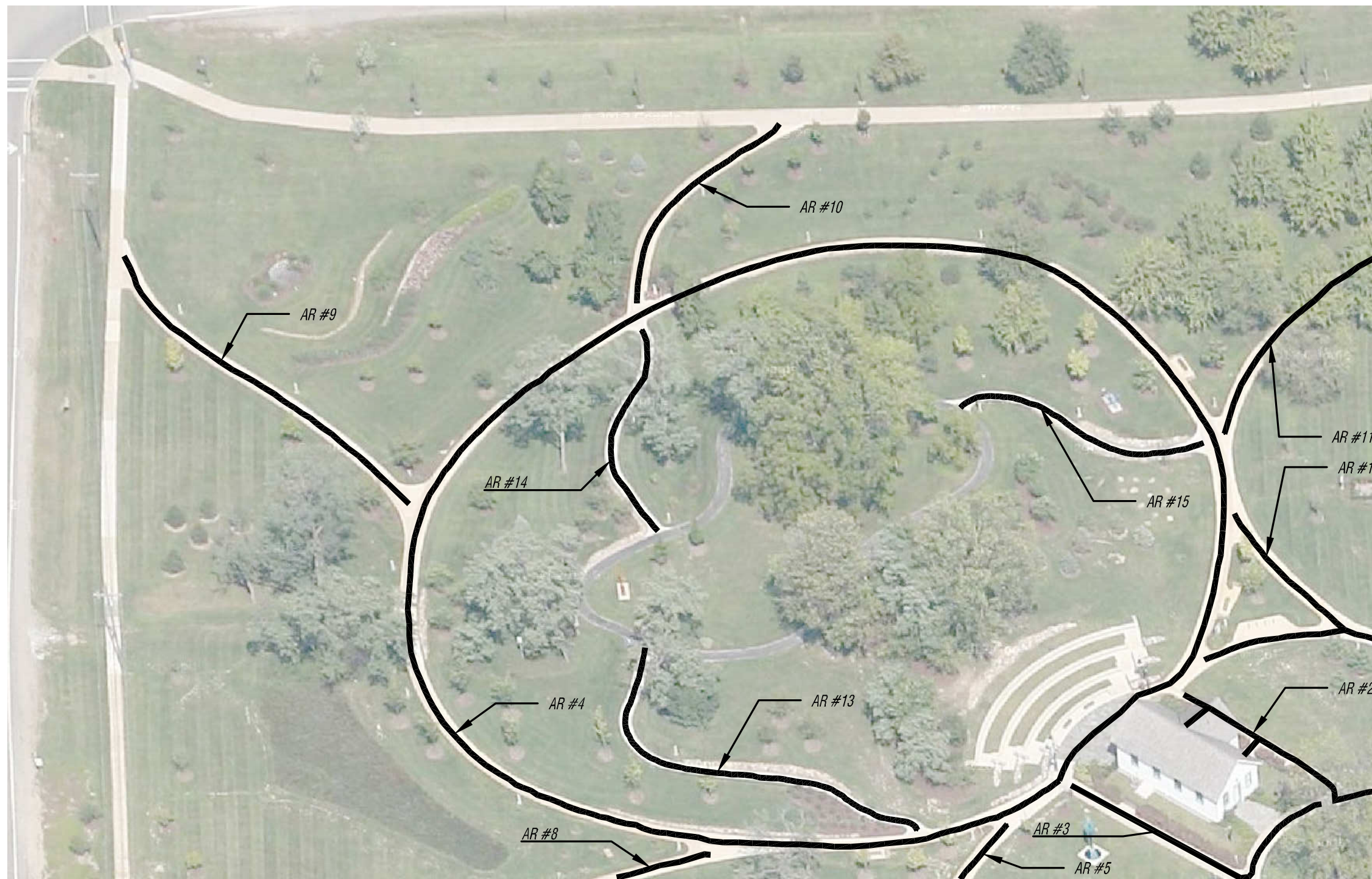
APPENDIX J

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	Three accessible parking spaces are provided for entry into the park within the adjacent Novi High School lot. Since the majority of the lot is utilized by the high school, the far west portion of the lot west of the dividing planter was used for the total Fuerst Park parking count. This portion of the lot contains a total of 87 parking stalls, including three (3) accessible stalls, none of which are noted as van accessible. Based on the total count, four (4) accessible parking spaces are required, one (1) of which must be designated as van accessible.	Add one additional parking stall and access aisle and designate one of the existing stalls as van accessible. See APA#1 notes below.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1 - Located within adjacent Novi High School parking lot					
3	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking space P1 was measured to be 129 inches wide. Asphalt pavement slopes were measured to exceed the maximum allowable 2.0%, measured up to 3.1%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
4	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 109 inches wide. Asphalt pavement slopes were measured to exceed the maximum allowable 2.0%, measured up to 3.5%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
5	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The existing parking space was measured to be 109 inches wide. Asphalt pavement slopes were measured to exceed the maximum allowable 2.0%, measured up to 3.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
6	Accessible Parking Area APA#1 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P2 and P3 was measured to be 109 inches wide. Asphalt pavement slopes were measured to exceed the maximum allowable 2.0%, measured up to 4.4%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
7	Accessible Parking Area APA#1 - Parking Space P3	Parking Space	The existing parking space was measured to be 105 inches wide. Asphalt pavement slopes were measured to exceed the maximum allowable 2.0%, measured up to 2.9%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
8	Accessible Parking Area APA#1 - Parking Space P4	Parking Space	A fourth required accessible parking stall is currently not provided at this site.	Stripe a new accessible space with a minimum width of 96 inches directly adjacent to the existing stall P3 if existing slopes are at or below 2.0% in all directions. If slopes are greater than 2.0%, re-grade pavement to provide compliant slopes.	502.2 & 502.4
9	Accessible Parking Area APA#1 - Access Aisle A3	Access Aisle	A third required access aisle is currently not provided at this site.	Stripe a new accessible aisle with a minimum width of 60 inches directly adjacent to the proposed stall P4 if existing slopes are at or below 2.0% in all directions. If slopes are greater than 2.0%, re-grade pavement to provide compliant slopes.	502.2, 502.3 & 502.4
10	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign unit has a clearance of 75 inches from the ground surface to the bottom of the lowest sign.	Attach van accessible sign to existing sign unit and provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
11	Accessible Parking Area APA#1 - P2 Signage	Signage	The existing sign unit has a clearance of 81 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
12	Accessible Parking Area APA#1 - P3 Signage	Signage	The existing sign unit has a clearance of 81 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
13	Accessible Parking Area APA#1 - P4 Signage	Signage	A fourth sign is currently not provided at this site.	Install a fourth ADA sign unit at proposed parking space P4 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes					
14	Accessible Route AR#1 - from APA#1 to CR#1	Accessible Route	Running slopes within the asphalt pavement route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3

15	Curb Ramp CR#1	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%. No level landing is provided at the top of the ramp.	Install level landing sidewalk flag at the top of the ramp.	406.1 & 406.4
16	Accessible Route AR#2 - from CR#1 to AR#4	Accessible Route	A portion of the concrete sidewalk route has cross-slopes measured up to 2.8%. The walks up to the men's and women's bathrooms have longitudinal slopes greater than 5.0%, measured up to 6.0%. The same two walk sections also have a drastic change in level due to settled concrete.	Replace the sections of sidewalk containing non-compliant cross-slopes to provide a maximum cross-slope of 2.0%. Re-grade the short walk sections to the bathrooms to eliminate the lips due to settling concrete, and to provide a maximum running slope of 5.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the sidewalk.	403.3
17	Accessible Route AR#3 - from AR#2 to AR#4	Accessible Route	Running slopes within the concrete sidewalk route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
18	Accessible Route AR#4 - Main Circular Park Path	Accessible Route	Isolated portions of the concrete sidewalk path have non-compliant cross-slopes measured from 2.1% to 3.4%.	Re-grade the isolated areas of concrete sidewalk to provide maximum cross-slopes of 2.0%.	403.3
19	Accessible Route AR#5 - from High School Entrance Drive to AR#4	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%. There is no curb ramp provided at the south end of the sidewalk section where it meets the asphalt entrance drive.	Install concrete curb ramp at south end of accessible route with compliant slopes and a level landing at the top of the ramp.	403.3
20	Accessible Route AR#6 - West Path off of AR#5	Accessible Route	Portions of the concrete sidewalk / brick paver path have cross-slopes ranging from 2.1% to 4.3%.	Re-grade the isolated areas of concrete sidewalk and brick pavers to provide maximum cross-slopes of 2.0%.	403.3
21	Accessible Route AR#7 - East Path off of AR#5	Accessible Route	Portions of the concrete sidewalk / brick paver path have cross-slopes ranging from 2.2% to 4.0%.	Re-grade the isolated areas of concrete sidewalk and brick pavers to provide maximum cross-slopes of 2.0%.	403.3
22	Accessible Route AR#8 - from Taft Road Public Right-of-Way to AR#4	Accessible Route	Portions of the concrete sidewalk have cross-slopes ranging from 2.2% to 3.4%.	Re-grade the isolated areas of concrete sidewalk to provide maximum cross-slopes of 2.0%.	403.3
23	Accessible Route AR#9 - from Taft Road Public Right-of-Way to AR#4	Accessible Route	Portions of the concrete sidewalk have cross-slopes ranging from 2.2% to 2.7%.	Re-grade the isolated areas of concrete sidewalk to provide maximum cross-slopes of 2.0%.	403.3
24	Accessible Route AR#10 - from 10 Mile Road Public Right-of-Way to AR#4	Accessible Route	Running slopes within the concrete sidewalk route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
25	Accessible Route AR#11 - from AR#4 to North Novi Library Sidewalk Path	Accessible Route	Running slopes within the concrete sidewalk route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
26	Accessible Route AR#12 - from AR#4 to South Novi Library Sidewalk Path	Accessible Route	Portions of the concrete sidewalk have cross-slopes ranging from 2.1% to 3.5%.	Re-grade the isolated areas of concrete sidewalk to provide maximum cross-slopes of 2.0%.	403.3
27	Accessible Route AR#13 - from AR#4 to Center Gravel Pathway	Accessible Route	Portions of the concrete sidewalk have running slopes ranging from 5.4% to 6.6%.	Re-grade the isolated areas of concrete sidewalk to provide maximum running slopes of 5.0%. If 5.0% cannot be achieved, re-grade the concrete sidewalk ramp to a maximum slope of 8.3% while providing level landings at the top and bottom of the ramp as well as every 30 feet. Install ADA compliant handrails along both sides of the ramp.	403.3
28	Accessible Route AR#14 - from AR#4 to Center Gravel Pathway	Accessible Route	Running slopes within the concrete sidewalk route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
29	Accessible Route AR#15 - from AR#4 to Center Gravel Pathway	Accessible Route	Running slopes within the concrete sidewalk route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3



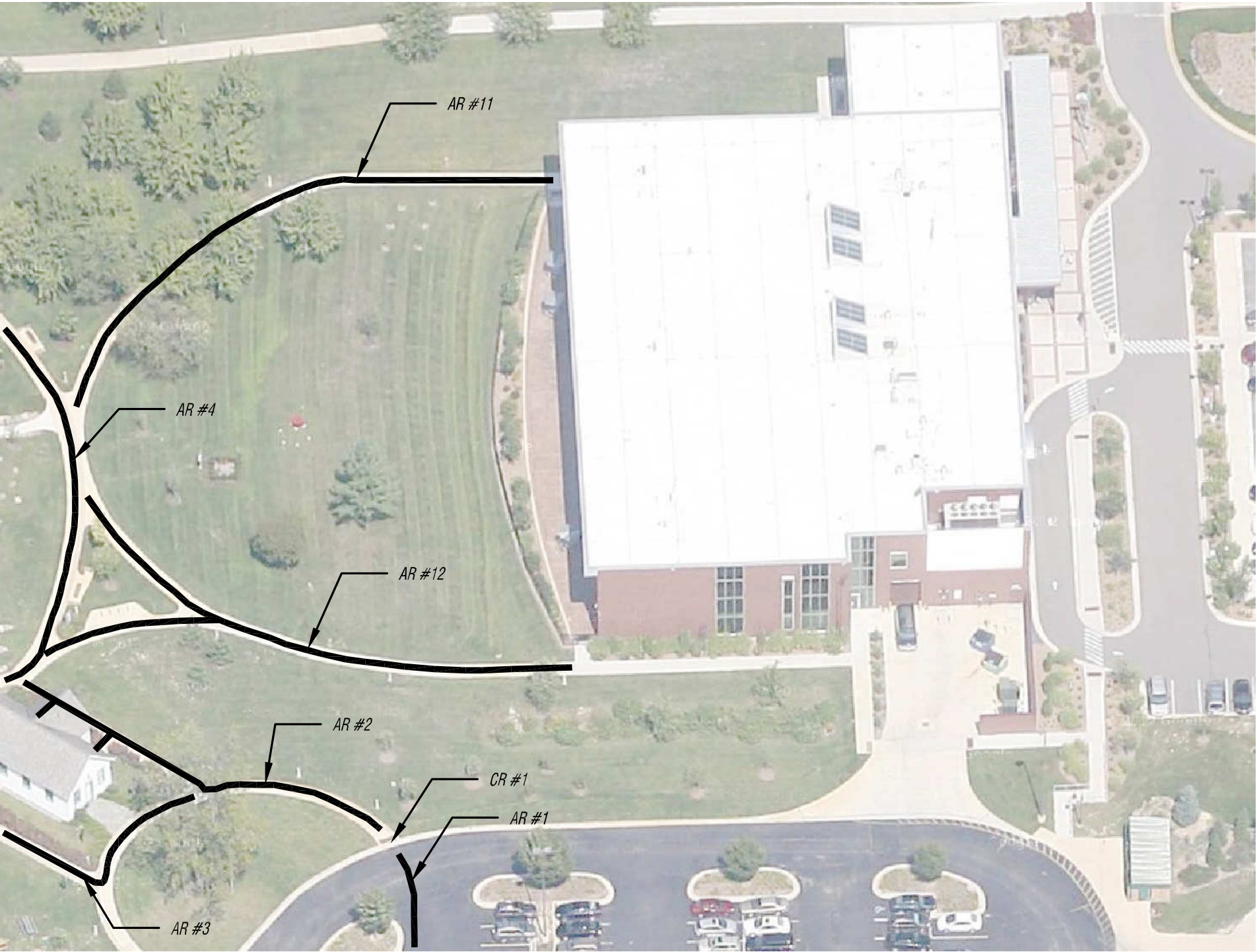
DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Fuerst Park - Southwest City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. FUERST PARK
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET FP-1
PROJECT MANAGER: TJS	BID PLAN DATE:				



Spalding DeDecker
Associates, Inc.



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Fuerst Park - Northwest City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. FUERST PARK
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET FP-2
PROJECT MANAGER: TJS	BID PLAN DATE:				



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Fuerst Park - Northeast City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. FUERST PARK
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET FP-3
PROJECT MANAGER: TJS	BID PLAN DATE:				



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Fuerst Park	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/10/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$59,826.00
15% Contingency	\$8,973.90
TOTAL - ADA IMPROVEMENTS	\$68,799.90

GRAND TOTAL	\$68,799.90
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Fuerst Park **JOB NO.** NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	4400	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$5.00	\$22,000.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
642	11942	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$3.00	\$35,826.00
641	1	EA.	ATTACH VAN ACCESSIBLE SIGN TO EXISTING	\$100.00	\$100.00
504	1	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$1,200.00
634	1	EA.	INSTALL SIGN	\$450.00	\$450.00
TOTAL ADA					\$59,826.00
15% CONTINGENCY					\$8,973.90

TOTAL	\$68,799.90
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CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX K

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking - Southeast Lot	Quantity	There are five separate parking lots within the park. The first is the lot at the southeast end of the park roadway (includes APA#1). Half of the lot is comprised of asphalt pavement and the half of gravel. Therefore, it is difficult to determine a definitive parking count, but it is estimated that the lot includes a total of 78 parking spaces, including two (2) accessible parking spaces, none of which are designated as van accessible. Based on this count, four (4) accessible parking spaces are required for this area, one (1) of which must be designated as van accessible.	Pave additional asphalt pavement at APA#1 and add two accessible stalls, one access aisle and two ADA signs. One stall shall be designated as van accessible. See APA#1 notes below.	208.2
2	Accessible Parking - Southwest Lot	Quantity	The second parking lot is at the southwest end of the park roadway (includes APA#2). The lot is comprised of both asphalt and gravel surfaces and it is estimated that there is a total of 126 parking spaces, including six (6) accessible parking spaces, none of which are designated as van accessible. The count for this area dictates that five (5) accessible parking spaces are required, one (1) of which must be designated as van accessible.	Paint revised layout to include access aisles for each accessible stall. One stall shall be designated as van accessible. See APA#2 notes below.	208.2
3	Accessible Parking - East Lot	Quantity	The third parking lot is east of the middle portion of the park's roadway (includes APA#3) and is comprised of both asphalt and gravel surfaces. It is estimated that the lot includes a total of 95 parking spaces, including three (3) accessible spaces, none of which are noted as van accessible. Based on the count for this area, four (4) accessible spaces are required, including one (1) van accessible space.	Pave additional asphalt pavement at APA#3 and add one accessible stall, one access aisle and one ADA sign. One stall shall be designated as van accessible. See APA#3 notes below.	208.2
4	Accessible Parking - West Lot	Quantity	The fourth parking lot is west of the middle portion of the park's roadway (includes APA#4) and is comprised of both asphalt and gravel surfaces. It is estimated that the lot includes a total of 117 parking spaces, including four (4) accessible spaces, none of which are noted as van accessible. Based on the count for this area, five (5) accessible spaces are required, including one (1) van accessible space.	Pave additional asphalt pavement at APA#4 and add one accessible stall, two access aisles and one ADA sign. One stall shall be designated as van accessible. See APA#4 notes below.	208.2
5	Accessible Parking - North Lot	Quantity	The fifth and final parking lot is at the north end of the park's roadway (includes APA#5) and is comprised of both asphalt and gravel surfaces. It is estimated that the lot includes a total of 175 parking spaces, including two (2) accessible spaces, none of which are noted as van accessible. Based on the count for this area, six (6) accessible spaces are required, including one (1) van accessible space.	Pave additional asphalt pavement at APA#5 and add four accessible stalls, two access aisles and four ADA signs. One stall shall be designated as van accessible. See APA#5 notes below.	208.2
6	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1 - Southeast corner of Southeast Lot					
7	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking space P1 was measured to be 50 inches wide, which is less than the 60 inch minimum. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 6.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
8	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 105 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 5.2%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
9	Accessible Parking Area APA#1 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 52 inches wide, which is less than the 60 inch minimum. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 3.5%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
10	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The existing parking space was measured to be 103 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 3.5%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4

11	Accessible Parking Area APA#1 - Access Aisle A3	Access Aisle	The existing access aisle serving parking space P2 was measured to be 52 inches wide, which is less than the 60 inch minimum. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 4.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide a van accessible access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
12	Accessible Parking Area APA#1 - Parking Space P3	Parking Space	A third required accessible parking stall is currently not provided at APA#1.	Extend paved asphalt area to provide an additional accessible parking stall and stripe the new van accessible space with a minimum width of 96 inches directly adjacent to the existing access aisle A3.	502.2 & 502.4
13	Accessible Parking Area APA#1 - Parking Space P4	Parking Space	A fourth required accessible parking stall is currently not provided at APA#1.	Extend paved asphalt area to provide an additional accessible parking stall and stripe the new accessible space with a minimum width of 96 inches directly adjacent to the proposed parking space P3.	502.2 & 502.4
14	Accessible Parking Area APA#1 - Access Aisle A4	Access Aisle	A fourth required access aisle is currently not provided at APA#1.	Extend paved asphalt area to provide an additional access aisle for P4. Stripe the new access aisle with a minimum width of 60 inches directly adjacent to the proposed parking space P4.	502.2, 502.3 & 502.4
15	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
16	Accessible Parking Area APA#1 - P2 Signage	Signage	The existing sign unit has a clearance of 85 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
17	Accessible Parking Area APA#1 - P3 Signage	Signage	A third required accessible parking sign is currently not provided at APA#1.	Install a third ADA sign unit including a van accessible sign at P3 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
18	Accessible Parking Area APA#1 - P4 Signage	Signage	A fourth required accessible parking sign is currently not provided at APA#1.	Install a fourth ADA sign unit at proposed parking space P4 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Parking Area APA#2 - Northwest corner of Southwest Lot					
19	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The existing parking space was measured to be 132 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 2.9%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
20	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 48 inches wide, which is less than the minimum 60 inches. Pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
21	Accessible Parking Area APA#2 - Parking Space P2	Parking Space	The existing parking space was measured to be 117 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout slightly to provide the required access aisle for the remaining existing accessible stalls.	502.2 & 502.4
22	Accessible Parking Area APA#2 - Parking Space P3	Parking Space	The existing parking space was measured to be 118 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout slightly to provide the required access aisles for the remaining existing accessible stalls.	502.2 & 502.4
23	Accessible Parking Area APA#2 - Access Aisle A2	Access Aisle	A second required access aisle is not currently provided for APA#2 that would serve parking spaces P3 and P4.	Revise striping layout to provide a van accessible access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
24	Accessible Parking Area APA#2 - Parking Space P4	Parking Space	The existing parking space was measured to be 116 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout and shift parking space down to provide the required access aisles for the remaining existing accessible stalls.	502.2 & 502.4
25	Accessible Parking Area APA#2 - Parking Space P5	Parking Space	The existing parking space was measured to be 116 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout and shift parking space down to provide the required access aisles for the remaining existing accessible stalls.	502.2 & 502.4
26	Accessible Parking Area APA#2 - Access Aisle A3	Access Aisle	A third required access aisle is not currently provided for APA#2 that would serve parking space P5.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
27	Accessible Parking Area APA#2 - Parking Space P6	Parking Space	The existing parking space was measured to be 114 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Since the parking count for this lot only requires five (5) accessible stalls, the sixth existing ADA stall can be eliminated to allow for the striping realignment to provide the required access aisles as noted above.	502.2 & 502.4
28	Accessible Parking Area APA#2 - P1 Signage	Signage	The existing sign unit has a clearance of 84 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6

29	Accessible Parking Area APA#2 - P2 Signage	Signage	The existing sign unit has a clearance of 80 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
30	Accessible Parking Area APA#2 - P3 Signage	Signage	The existing sign unit has a clearance of 82 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
31	Accessible Parking Area APA#2 - P4 Signage	Signage	The existing sign unit has a clearance of 84 inches from the ground surface to the bottom of the lowest sign.	Attach van accessible sign to existing sign unit and provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign. Sign unit may need to be relocated due to revised layout.	502.6
32	Accessible Parking Area APA#2 - P5 Signage	Signage	The existing sign unit has a clearance of 84 inches from the ground surface to the bottom of the lowest sign.	Sign unit may need to be relocated due to revised layout.	502.6
33	Accessible Parking Area APA#2 - P6 Signage	Signage	The existing sign unit has a clearance of 82 inches from the ground surface to the bottom of the lowest sign.	Since the parking count for this lot only requires five (5) accessible stalls, the sixth existing ADA sign can be eliminated to allow for the striping realignment to provide the required access aisles as noted above.	502.6
Accessible Parking Area APA#3 - Northeast Corner of East Lot					
34	Accessible Parking Area APA#3 - Parking Space P1	Parking Space	The existing parking space was measured to be 117 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide a stall width of 96 inches to allow for the addition of ADA stalls.	502.2 & 502.4
35	Accessible Parking Area APA#3 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 122 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide a van accessible access aisle with a width of 96 inches to allow for the addition of ADA stalls.	502.2, 502.3 & 502.4
36	Accessible Parking Area APA#3 - Parking Space P2	Parking Space	The existing parking space was measured to be 140 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide a stall width of 96 inches to allow for the addition of ADA stalls.	502.2 & 502.4
37	Accessible Parking Area APA#3 - Parking Space P3	Parking Space	The existing parking space was measured to be 115 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide a stall width of 96 inches to allow for the addition of ADA stalls.	502.2 & 502.4
38	Accessible Parking Area APA#3 - Access Aisle A2	Access Aisle	A second required access aisle is currently not provided at APA#3 that would serve parking spaces P3 and P4.	Revise striping layout of APA#3 to provide a new access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
39	Accessible Parking Area APA#3 - Parking Space P4	Parking Space	A fourth required accessible parking stall is currently not provided at APA#3.	Revise striping layout of APA#3 to provide a new accessible parking stall with a minimum width of 96 inches.	502.2 & 502.4
40	Accessible Parking Area APA#3 - P1 Signage	Signage	The existing sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	Attach van accessible sign to existing sign unit and provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
41	Accessible Parking Area APA#3 - P2 Signage	Signage	The existing sign unit has a clearance of 85 inches from the ground surface to the bottom of the lowest sign.	Sign unit may need to be relocated due to revised layout.	502.6
42	Accessible Parking Area APA#3 - P3 Signage	Signage	The existing sign unit has a clearance of 81 inches from the ground surface to the bottom of the lowest sign.	Sign unit may need to be relocated due to revised layout.	502.6
43	Accessible Parking Area APA#3 - P4 Signage	Signage	A fourth required accessible parking sign is currently not provided at APA#3.	Install a fourth ADA sign unit at proposed parking space P4 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Parking Area APA#4 - Southwest Corner of West Lot					
44	Accessible Parking Area APA#4 - Parking Space P1	Parking Space	The existing parking space was measured to be 116 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
45	Accessible Parking Area APA#4 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 147 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2, 502.3 & 502.4
46	Accessible Parking Area APA#4 - Parking Space P2	Parking Space	The existing parking space was measured to be 123 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4

47	Accessible Parking Area APA#4 - Parking Space P3	Parking Space	The existing parking space was measured to be 127 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
48	Accessible Parking Area APA#4 - Access Aisle A2	Access Aisle	A second required access aisle is currently not provided at APA#4 that would serve parking spaces P3 and P4.	Revise striping layout to provide a new access aisle with a minimum width of 60 inches striped directly adjacent to parking space P3.	502.2, 502.3 & 502.4
49	Accessible Parking Area APA#4 - Parking Space P4	Parking Space	The existing parking space was measured to be 118 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout and shift parking space down to provide the required access aisle A2.	502.2 & 502.4
50	Accessible Parking Area APA#4 - Parking Space P5	Parking Space	A fifth required accessible parking space is currently not provided at APA#4.	Revise striping layout of APA#4 to provide a new accessible parking stall with a minimum width of 96 inches. Extend asphalt pavement and provide slopes at or below 2.0% in all directions.	502.2 & 502.4
51	Accessible Parking Area APA#4 - Access Aisle A3	Access Aisle	A third required access aisle is currently not provided at APA#4 that would serve parking space P5.	Revise striping layout of APA#4 to provide a new access aisle directly adjacent to P5. Extend asphalt pavement and provide slopes at or below 2.0% in all directions.	502.2, 502.3 & 502.4
52	Accessible Parking Area APA#4 - P1 Signage	Signage	The existing sign unit has a clearance of 82 inches from the ground surface to the bottom of the lowest sign.	Attach van accessible sign to existing sign unit and provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
53	Accessible Parking Area APA#4 - P2 Signage	Signage	The existing sign unit has a clearance of 84 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
54	Accessible Parking Area APA#4 - P3 Signage	Signage	The existing sign unit has a clearance of 86 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
55	Accessible Parking Area APA#4 - P4 Signage	Signage	The existing sign unit has a clearance of 85 inches from the ground surface to the bottom of the lowest sign.	Sign unit may need to be relocated due to revised layout.	502.6
56	Accessible Parking Area APA#4 - P5 Signage	Signage	A fifth required accessible parking sign is currently not provided at APA#4.	Install an ADA sign unit with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Parking Area APA#5 - Southeast Corner of North Lot					
57	Accessible Parking Area APA#5 - Access Aisle A1	Access Aisle	The existing access aisle serving parking space P1 was measured to be 52 inches wide, which is less than the 60 inch minimum. Asphalt pavement slopes were measured to be at or below 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
58	Accessible Parking Area APA#5 - Parking Space P1	Parking Space	The existing parking space was measured to be 152 inches wide. Asphalt pavement slopes were measured to be at or below 2.0%.	No action required.	502.2 & 502.4
59	Accessible Parking Area APA#5 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 45 inches wide, which is less than the 60 inch minimum. Asphalt pavement slopes were measured to be at or below 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
60	Accessible Parking Area APA#5 - Parking Space P2	Parking Space	The existing parking space was measured to be 108 inches wide. Asphalt pavement slopes were measured to be at or below 2.0%.	No action required.	502.2 & 502.4
61	Accessible Parking Area APA#5 - Parking Space P3	Parking Space	A third required accessible parking stall is currently not provided at APA#5.	Extend paved asphalt area and/or re-grade existing asphalt to provide an additional accessible parking stall with slopes at or below 2.0% in all directions. Stripe the new accessible space with a minimum width of 96 inches directly adjacent to the existing space P2.	502.2 & 502.4
62	Accessible Parking Area APA#5 - Access Aisle A3	Access Aisle	A third required access aisle is currently not provided at APA#5 which would serve P3 and P4.	Extend paved asphalt area and/or re-grade existing asphalt to provide an additional access aisle with slopes at or below 2.0% in all directions. Stripe the new van accessible access aisle with a minimum width of 96 inches directly adjacent to the existing space P3.	502.2, 502.3 & 502.4
63	Accessible Parking Area APA#5 - Parking Space P4	Parking Space	A fourth required accessible parking stall is currently not provided at APA#5.	Extend paved asphalt area and/or re-grade existing asphalt to provide an additional accessible parking stall with slopes at or below 2.0% in all directions. Stripe the new van accessible space with a minimum width of 96 inches directly adjacent to the existing aisle A3.	502.2 & 502.4

64	Accessible Parking Area APA#5 - Parking Space P5	Parking Space	A fifth required accessible parking stall is currently not provided at APA#5.	Extend paved asphalt area and/or re-grade existing asphalt to provide an additional accessible parking stall with slopes at or below 2.0% in all directions. Stripe the new accessible space with a minimum width of 96 inches directly adjacent to the existing stall P4.	502.2 & 502.4
65	Accessible Parking Area APA#5 - Access Aisle A4	Access Aisle	A fourth required access aisle is currently not provided at APA#5 which would serve P5 and P6.	Extend paved asphalt area and/or re-grade existing asphalt to provide an additional access aisle with slopes at or below 2.0% in all directions. Stripe the new access aisle with a minimum width of 60 inches directly adjacent to the existing space P5.	502.2, 502.3 & 502.4
66	Accessible Parking Area APA#5 - Parking Space P6	Parking Space	A sixth required accessible parking stall is currently not provided at APA#5.	Extend paved asphalt area and/or re-grade existing asphalt to provide an additional accessible parking stall with slopes at or below 2.0% in all directions. Stripe the new accessible space with a minimum width of 96 inches directly adjacent to the existing aisle A4.	502.2 & 502.4
67	Accessible Parking Area APA#5 - P1 Signage	Signage	The existing sign unit has a clearance of 78 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
68	Accessible Parking Area APA#5 - P2 Signage	Signage	The existing sign unit has a clearance of 86 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
69	Accessible Parking Area APA#5 - P3 Signage	Signage	A third required accessible parking sign is currently not provided at APA#5.	Install an ADA sign unit with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
70	Accessible Parking Area APA#5 - P4 Signage	Signage	A fourth required accessible parking sign is currently not provided at APA#5.	Install a fourth ADA sign unit including a van accessible sign at P4 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
71	Accessible Parking Area APA#5 - P5 Signage	Signage	A fifth required accessible parking sign is currently not provided at APA#5.	Install an ADA sign unit with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
72	Accessible Parking Area APA#5 - P6 Signage	Signage	A sixth required accessible parking sign is currently not provided at APA#5.	Install an ADA sign unit with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes					
73	Accessible Route AR#1	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
74	Curb Ramp CR#1	Curb Ramp	The asphalt pathway curb ramp has ADA compliant running slopes and cross-slopes, but does not contain a level landing at the top of the ramp.	Install level landing at the top of the existing ramp.	406.1 & 406.4
75	Accessible Route AR#2	Accessible Route	The asphalt pathway was found to have cross-slopes exceeding the maximum allowable 2.0%, measured up to 6.4%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
76	Accessible Route AR#3	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
77	Accessible Route AR#4	Accessible Route	The concrete sidewalk underneath the canopy structure was found to be level. However, the southeast corner of the sidewalk near one of the bathroom entrances contains cracks creating level changes.	Repair the isolated concrete flags to provide smooth surface free of openings and changes in level.	403.3
78	Accessible Route AR#5	Accessible Route	The asphalt pathway contains cross-slopes exceeding the maximum allowable 2.0%, measured up to 5.6%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
79	Accessible Route AR#6	Accessible Route	The asphalt pathway has one isolated area with longitudinal running slopes measured up to 9.3% and a second isolated area with cross-slopes measured up to 3.1%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3

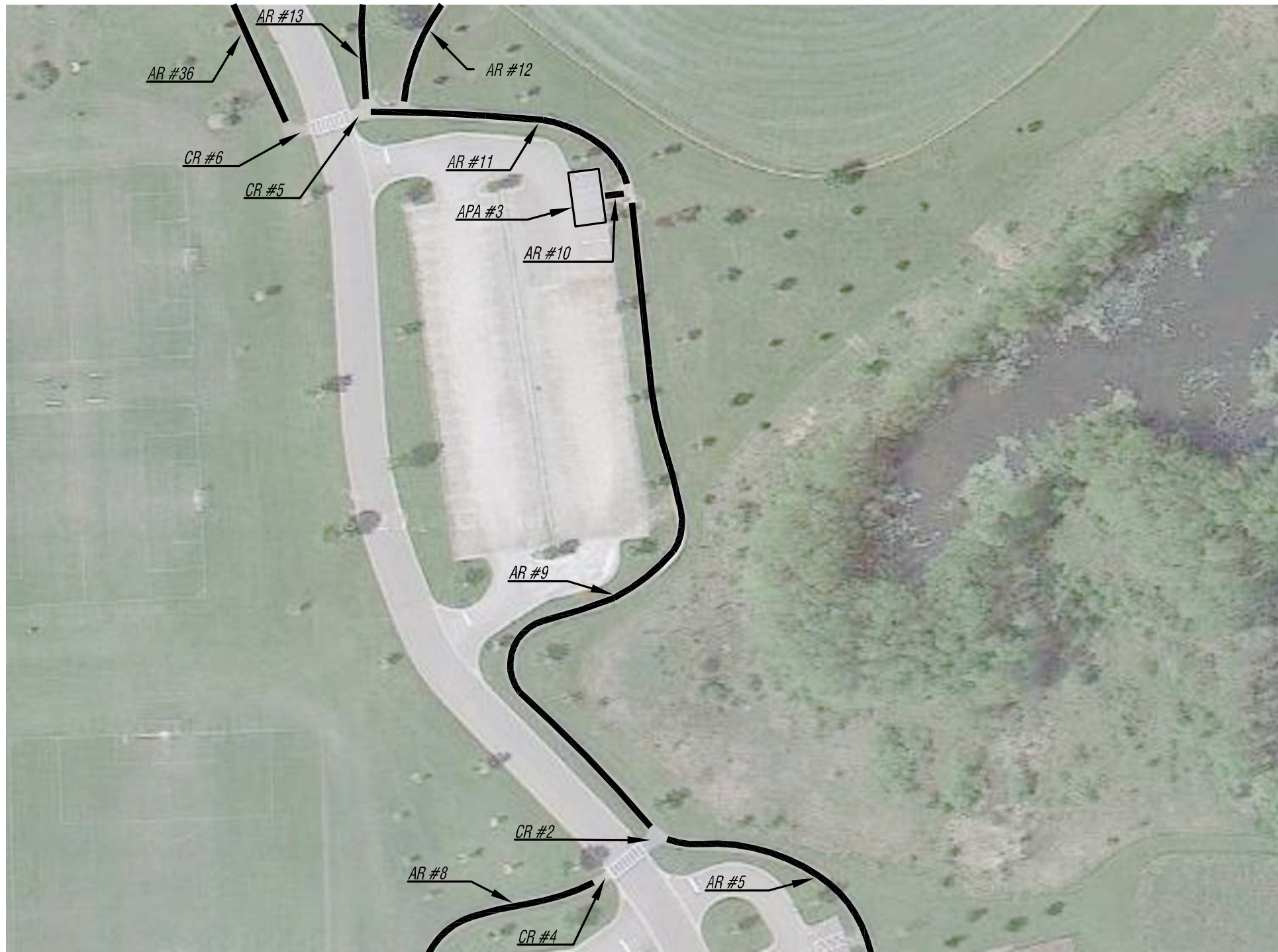
80	Accessible Route AR#7	Accessible Route	The asphalt pathway has one isolated area with longitudinal running slopes measured up to 6.5%. Cross-slopes were measured up to 3.9%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3
81	Curb Ramp CR#2	Curb Ramp	The asphalt pathway curb ramp has ADA compliant running slopes and cross-slopes, but does not contain a level landing at the top of the ramp.	Install level landing at the top of the existing ramp.	406.1 & 406.4
82	Curb Ramp CR#3	Curb Ramp	The asphalt pathway curb ramp has running slopes measured up to 11.4% and cross-slopes measured up to 2.8%. The ramp also does not contain a level landing at the top of the ramp.	Re-grade the asphalt pathway curb ramp to have a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Install level landing at the top of the existing ramp.	406.1 & 406.4
83	Accessible Route AR#8	Accessible Route	The asphalt pathway has an isolated area with running slopes measured up to 9.4%. There were also multiple areas where the cross-slopes exceeded 2.0%, measured up to 11.3%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3
84	Curb Ramp CR#4	Curb Ramp	The asphalt pathway curb ramp has running slopes measured up to 10.0%. The ramp also does not contain a level landing at the top of the ramp.	Re-grade the asphalt pathway curb ramp to have a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Install level landing at the top of the existing ramp.	406.1 & 406.4
85	Accessible Route AR#9	Accessible Route	The asphalt pathway contains multiple areas where cross-slopes were found to exceed 2.0%, measured up to 5.5%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
86	Accessible Route AR#10	Accessible Route	The asphalt pathway was found to be level.	No action required.	403.3
87	Accessible Route AR#11	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
88	Curb Ramp CR#5	Curb Ramp	The asphalt pathway curb ramp has ADA compliant running slopes and cross-slopes, but does not contain a level landing at the top of the ramp.	Install level landing at the top of the existing ramp.	406.1 & 406.4
89	Accessible Route AR#12	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
90	Accessible Route AR#13	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
91	Accessible Route AR#14	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
92	Accessible Route AR#15	Accessible Route	The asphalt pathway contains multiple areas where cross-slopes were found to exceed 2.0%, measured up to 5.0%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
93	Accessible Route AR#16	Accessible Route	The asphalt pathway contains multiple areas where cross-slopes were found to exceed 2.0%, measured up to 4.0%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
94	Accessible Route AR#17	Accessible Route	The asphalt pathway contains multiple areas where cross-slopes were found to exceed 2.0%, measured up to 3.6%. One isolated area also has a running slope of 8.5%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3
95	Accessible Route AR#18	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 3.5%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
96	Accessible Route AR#19	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3

97	Accessible Route AR#20	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 3.3%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
98	Accessible Route AR#21	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
99	Accessible Route AR#22	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 2.7%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
100	Accessible Route AR#23	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
101	Accessible Route AR#24	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 9.4%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
102	Accessible Route AR#25	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
103	Accessible Route AR#26	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 7.0%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
104	Accessible Route AR#27	Accessible Route	The asphalt pathway contains multiple areas where cross-slopes were found to exceed 2.0%, measured up to 8.0%. Running slopes exceed 5.0%, measured up to 19.4%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3
105	Accessible Route AR#28	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 5.1%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
106	Accessible Route AR#29	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
107	Accessible Route AR#30	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 5.4%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
108	Accessible Route AR#31	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 3.0%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
109	Accessible Route AR#32	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 5.0%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
110	Accessible Route AR#33	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
111	Accessible Route AR#34	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 2.8%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
112	Accessible Route AR#35	Accessible Route	The majority of the asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum. There is one isolated spot with abrupt level changes at a paving joint.	Re-pave isolated area at paving joint to smooth out surface and remove level changes.	403.3
113	Curb Ramp CR#6	Curb Ramp	The asphalt pathway curb ramp has a running slope measured up to 14.0%. The ramp also does not contain a level landing at the top of the ramp.	Re-grade the asphalt pathway curb ramp to have a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Install level landing at the top of the existing ramp.	406.1 & 406.4
114	Accessible Route AR#36	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 12.9%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3

115	Curb Ramp CR#7	Curb Ramp	The asphalt pathway curb ramp has ADA compliant slopes but does not contain a level landing at the top of the ramp.	Install level landing at the top of the existing ramp.	406.1 & 406.4
116	Accessible Route AR#37	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
117	Accessible Route AR#38	Accessible Route	The concrete sidewalk surrounding the concessions building contains generally level slopes. However, the concrete also contains areas experiencing heaving, causing lips and changes in level.	Repair isolated areas of concrete sidewalk to remove lips and changes in level.	403.3
118	Accessible Route AR#39	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 5.0%. One isolated area at the north end of the route contains running slopes measured up to 6.2%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3
119	Curb Ramp CR#8	Curb Ramp	The asphalt pathway curb ramp has ADA compliant slopes but does not contain a level landing at the top of the ramp.	Install level landing at the top of the existing ramp.	406.1 & 406.4
120	Curb Ramp CR#9	Curb Ramp	The asphalt pathway curb ramp has ADA compliant slopes but does not contain a level landing at the top of the ramp.	Install level landing at the top of the existing ramp.	406.1 & 406.4
121	Accessible Route AR#40	Accessible Route	The asphalt pathway contains isolated areas with cross slopes exceeding 2.0%, measured up to 4.8%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
122	Accessible Route AR#41	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
123	Accessible Route AR#42	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
124	Accessible Route AR#43	Accessible Route	The asphalt pathway contains cross-slopes exceeding 2.0%, measured up to 6.0%.	Re-grade the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
125	Accessible Route AR#44	Accessible Route	The asphalt pathway contains running slopes at or below the 5.0% maximum and cross-slopes at or below the 2.0% maximum.	No action required.	403.3
126	Curb Ramp CR#10	Curb Ramp	The asphalt pathway curb ramp has ADA compliant slopes but does not contain a level landing at the top of the ramp.	Install level landing at the top of the existing ramp.	406.1 & 406.4
Play Areas					
127	Play Area PA#1	Play Area	Play area surface is comprised of woodchips and is surrounded by a wooden fence. However, there is a level entrance into the play area where the asphalt pathway meets a wooden play structure surface with no major level changes.	No action required.	1008.1
128	Play Area PA#2	Play Area	Play area surface is comprised of woodchips and is level with surrounding surfaces with no borders. There is no asphalt pathway route leading to the border of the play area.	Install a small section of asphalt pathway leading from the nearby asphalt pathway to provide an accessible route into the play area.	1008.1



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	ITC Community Sports Park - South City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. ITC COMMUNITY
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET ITC-1
PROJECT MANAGER: TJS	BID PLAN DATE:				



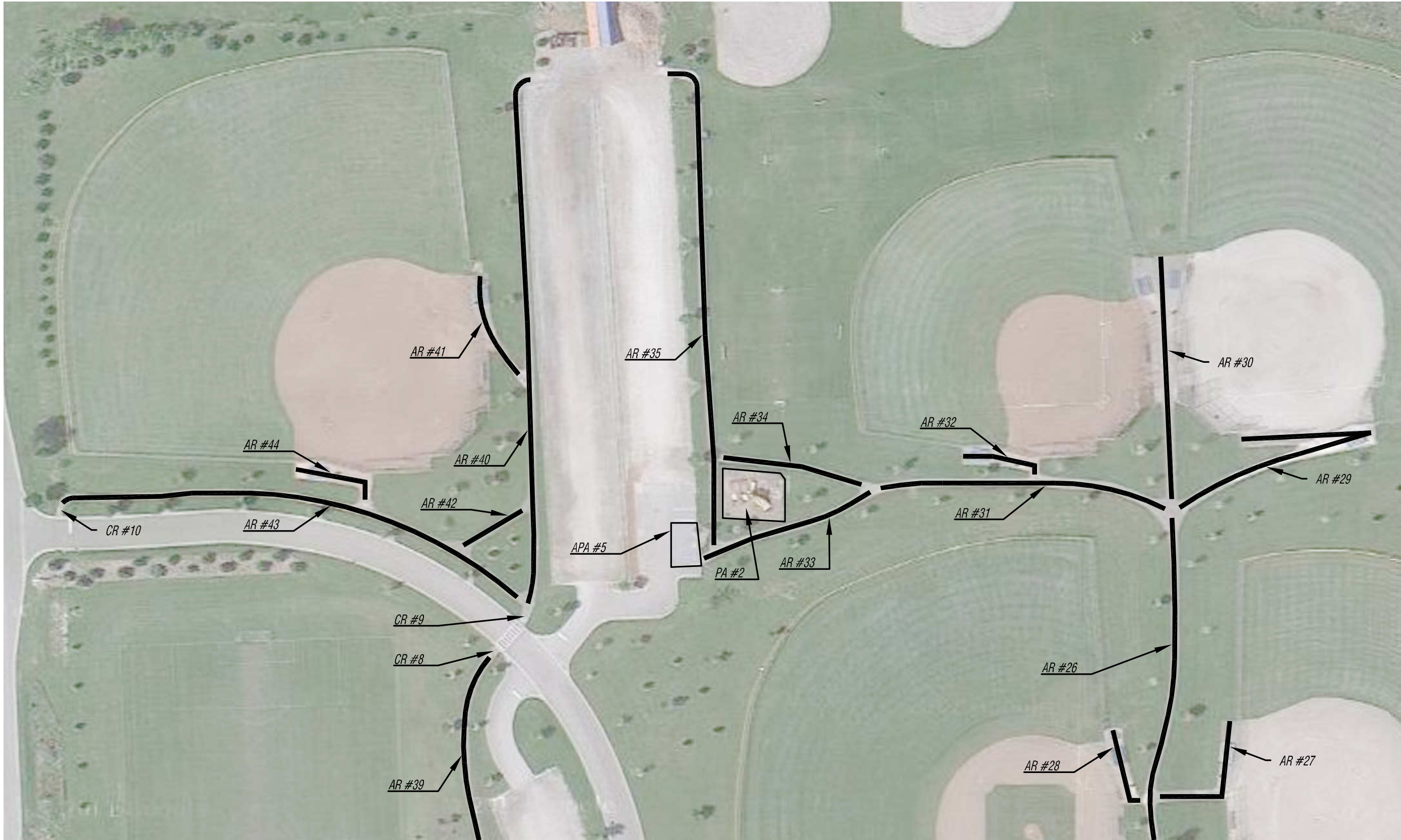
DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	ITC Community Sports Park - Middle South City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. ITC COMMUNITY
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET
PROJECT MANAGER: TJS	BID PLAN DATE:				ITC-2



Spalding DeDecker
Associates, Inc.



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CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET
PROJECT MANAGER: TJS	BID PLAN DATE:				ITC-3



DRAWN BY:	DATE:
PJK	06/24/13
CHECKED BY:	DATE:
TJS	06/24/13
PROJECT MANAGER:	BID PLAN DATE:
TJS	

SPALDING DeDECKER ASSOCIATES, INC.
ENGINEERS SURVEYORS
905 SOUTH BLVD. EAST PHONE: (248) 844-5400
ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404
www.sda-eng.com

ITC Community Sports Park - North
City of Novi
ADA Compliance Transition Plan

JOB No.	DRAWING No.
NV13006	ITC COMMUNITY
SCALE:	SHEET
NONE	ITC-4



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - ITC Community Sports Park	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/11/14

SUMMARY

ADA IMPROVEMENTS - SOUTH

ADA Improvements	\$50,995.00
15% Contingency	\$7,649.25
TOTAL - SOUTH	\$58,644.25

ADA IMPROVEMENTS - MIDDLE SOUTH

ADA Improvements	\$15,770.00
15% Contingency	\$2,365.50
TOTAL - MIDDLE SOUTH	\$18,135.50

ADA IMPROVEMENTS - MIDDLE NORTH

ADA Improvements	\$62,980.00
15% Contingency	\$9,447.00
TOTAL - MIDDLE NORTH	\$72,427.00

ADA IMPROVEMENTS - NORTH

ADA Improvements	\$77,155.00
15% Contingency	\$11,573.25
TOTAL - NORTH	\$88,728.25

GRAND TOTAL	\$237,935.00
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - ITC Community Sports Park JOB NO. NV13006

ADA - SOUTH					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	2865	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$20,055.00
573	5063	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$5.00	\$25,315.00
642	225	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$5.00	\$1,125.00
637	1	L.S.	STRIPING	\$400.00	\$400.00
634	2	EA.	INSTALL SIGN	\$350.00	\$700.00
641	1	EA.	ATTACH VAN ACCESSIBLE SIGN TO EXISTING	\$100.00	\$100.00
635	3	EA.	RELOCATE EXISTING SIGN	\$300.00	\$900.00
504	2	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$2,400.00
TOTAL ADA - SOUTH					\$50,995.00
15% CONTINGENCY					\$7,649.25

ADA - MIDDLE SOUTH					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
573	2654	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$5.00	\$13,270.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
634	1	EA.	INSTALL SIGN	\$350.00	\$350.00
641	1	EA.	ATTACH VAN ACCESSIBLE SIGN TO EXISTING	\$100.00	\$100.00
635	2	EA.	RELOCATE EXISTING SIGN	\$300.00	\$600.00
504	1	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$1,200.00
TOTAL ADA - MIDDLE SOUTH					\$15,770.00
15% CONTINGENCY					\$2,365.50

ADA - MIDDLE NORTH					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
573	11446	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$5.00	\$57,230.00
571	500	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$3,500.00
642	250	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$5.00	\$1,250.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
634	1	EA.	INSTALL SIGN	\$350.00	\$350.00
641	1	EA.	ATTACH VAN ACCESSIBLE SIGN TO EXISTING	\$100.00	\$100.00
635	1	EA.	RELOCATE EXISTING SIGN	\$300.00	\$300.00
TOTAL ADA - MIDDLE NORTH					\$62,980.00
15% CONTINGENCY					\$9,447.00

ADA - NORTH					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
573	12761	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$5.00	\$63,805.00
571	1600	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$11,200.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
634	4	EA.	INSTALL SIGN	\$350.00	\$1,400.00
644	1	EA.	ADA COMPLIANT ENTRY TO PLAY AREA	\$500.00	\$500.00
TOTAL ADA - NORTH					\$77,155.00
15% CONTINGENCY					\$11,573.25

TOTAL					\$237,935.00
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CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES

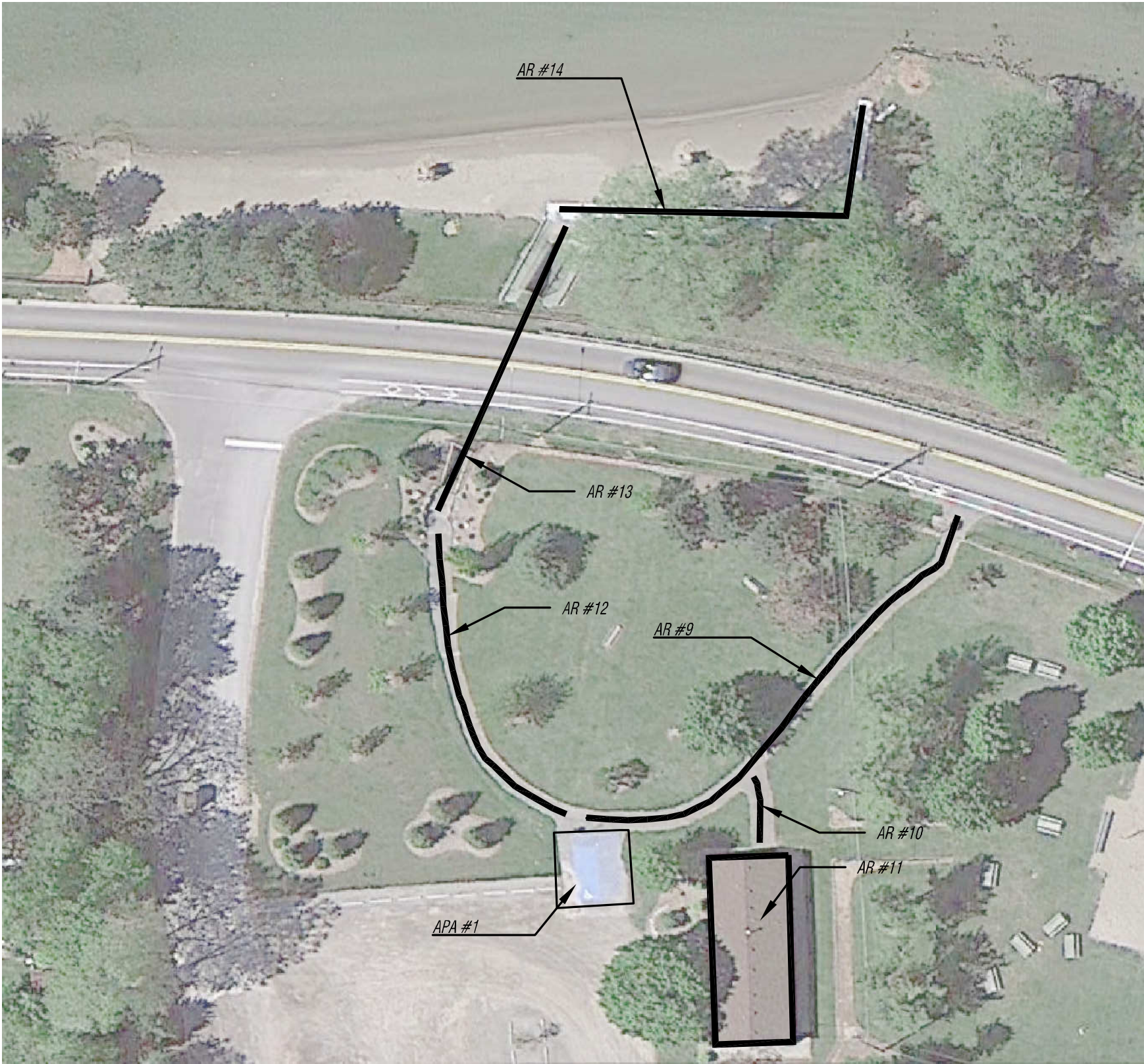


APPENDIX L

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking - Main Lot	Quantity	There are three separate areas in regards to parking for the park. The first includes the main lot at the north end of the site (includes APA#1 and APA#2). This area includes a total of 93 parking spaces, including three (3) accessible parking spaces, two (2) of which are designated as van accessible. Based on this count, four (4) accessible parking spaces are required for this area, one (1) of which must be designated as van accessible.	Add one accessible stall and sign to the main parking lot area. See APA#1 notes below.	208.2
2	Accessible Parking - Bathroom Lot	Quantity	The second parking area includes the bathroom parking area (includes APA#3), which has a total of 19 parking spaces, including two (2) accessible parking spaces, one (1) of which is designated as van accessible. The count for this area dictates that one (1) accessible parking space is required, and it must be designated as van accessible.	No action required.	208.2
3	Accessible Parking - South Lots	Quantity	The final parking area is at the south end of the park's drive lane (includes APA#4) which includes a total of 31 parking spaces, including three (3) accessible spaces, none of which are noted as van accessible. Based on the count for this area, two (2) accessible spaces are required, including one (1) van accessible space.	Add access aisles and signs to the third parking area to provide van accessibility. See APA#4 notes below.	208.2
4	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1 - Northeast corner of Main Lot					
5	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 102 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 5.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
6	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking space P1 was measured to be 90 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 3.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide a van accessible access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
7	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 93 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Parking Area APA#2 - Southwest corner of Main Lot					
8	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The existing parking space was measured to be 123 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
9	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 43 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide a van accessible access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
10	Accessible Parking Area APA#2 - Parking Space P2	Parking Space	The existing parking space was measured to be 134 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
11	Accessible Parking Area APA#2 - Access Aisle A2	Access Aisle	The existing access aisle serving parking space P2 was measured to be 40 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
12	Accessible Parking Area APA#2 - Parking Space P3	Parking Space	A third required accessible parking stall is currently not provided at APA#2.	Extend paved asphalt area to provide an additional accessible parking stall and stripe the new accessible space with a minimum width of 96 inches directly adjacent to the existing access aisle A2.	502.2 & 502.4
13	Accessible Parking Area APA#2 - P1 Signage	Signage	The existing sign unit has a clearance of 84 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
14	Accessible Parking Area APA#2 - P2 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 62 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6

15	Accessible Parking Area APA#2 - P3 Signage	Signage	A third required accessible parking sign is currently not provided at APA#2.	Install a third ADA sign unit at proposed parking space P3 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Parking Area APA#3 - Serves Bathroom Structure					
16	Accessible Parking Area APA#3 - Parking Space P1	Parking Space	The existing parking space was measured to be 102 inches wide and the pavement slopes were measured to be at or less than 2.0%. The asphalt pavement terminates at the end of the stall and should extend an additional five feet to allow for an accessible route to the access aisle.	Extend paved asphalt area an additional five feet from the bottom of the stall to provide an accessible route to the existing access aisle. Slopes shall be 2.0% in all directions.	502.2 & 502.4
17	Accessible Parking Area APA#3 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 99 inches wide and the majority of the pavement slopes were measured to be at or less than 2.0%. However, one isolated measurement was found to be at 4.9%. The asphalt pavement terminates at the end of the stall and should extend an additional five feet to allow for an accessible route to the access aisle.	Re-surface existing access aisle to eliminate isolated slopes out of compliance. Extend paved asphalt area an additional five feet from the bottom of the aisle to provide an accessible route to the existing aisle. Slopes shall be 2.0% in all directions.	502.2, 502.3 & 502.4
18	Accessible Parking Area APA#3 - Parking Space P2	Parking Space	The existing parking space was measured to be 104 inches wide and the pavement slopes were measured to be at or less than 2.0%. The asphalt pavement terminates at the end of the stall and should extend an additional five feet to allow for an accessible route to the access aisle.	Extend paved asphalt area an additional five feet from the bottom of the stall to provide an accessible route to the existing access aisle. Slopes shall be 2.0% in all directions.	502.2 & 502.4
19	Accessible Parking Area APA#3 - P1 Signage	Signage	The existing sign unit has a clearance of 84 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
20	Accessible Parking Area APA#3 - P2 Signage	Signage	The existing sign unit has a clearance of 84 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Parking Area APA#4 - South Lots					
21	Accessible Parking Area APA#4 - Parking Space P1	Parking Space	The existing parking space was measured to be 144 inches wide and contains slopes as high as 4.5%. No access aisle is provided for this stall.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
22	Accessible Parking Area APA#4 - Parking Space P2	Parking Space	The existing parking space was measured to be 120 inches wide and contains slopes as high as 4.5%. No access aisle is provided for this stall.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to change from an accessible stall to a van accessible access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
23	Accessible Parking Area APA#4 - Parking Space P3	Parking Space	The existing parking space was measured to be 120 inches wide and contains slopes as high as 4.5%. No access aisle is provided for this stall.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
24	Accessible Parking Area APA#4 - P1 Signage	Signage	An accessible parking sign is currently not provided for P1.	Install an ADA sign unit including a van accessible sign with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
25	Accessible Parking Area APA#4 - P2 Signage	Signage	An accessible parking sign is currently not provided for P2.	No sign is required if existing P2 is changed from a parking space to a van accessible access aisle as proposed.	502.6
26	Accessible Parking Area APA#4 - P3 Signage	Signage	An accessible parking sign is currently not provided for P3.	Install an ADA sign unit with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes					
27	Accessible Route AR#1 - from APA#2 to PA#1	Accessible Route	The asphalt pathway leading from the accessible parking area does not provide a minimum of 36 inches of horizontal clearance from the access aisle to the start of the pathway due to the layout of the parking. Furthermore, there are multiple cross-slopes along the route measured to be over 2.0%, and up to 5.7%.	Remove the existing asphalt pathway, re-grade and replace to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%. Revised APA#2 parking layout per notes above should include providing an accessible route with a minimum width of 36 inches leading from one of the access aisles to the start of the pathway.	403.3
28	Accessible Route AR#2 - from AR#1 to AR#3	Accessible Route	The asphalt pathway was found to have running slopes exceeding the maximum allowable 5.0%, measured up to 12.3%.	Replace the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3

29	Accessible Route AR#3 - from AR#1	Accessible Route	The concrete pavement underneath the canopy is level with slopes at or below 2.0% in all directions.	No action required.	403.3
30	Accessible Route AR#4 - from APA#3 to AR#5	Accessible Route	The asphalt pavement pathway was measured to have running slopes exceeding the maximum allowable 5.0%, measured up to 11.3%.	Replace the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3
31	Accessible Route AR#5 - from AR#4	Accessible Route	The concrete sidewalk paths provide four feet of horizontal clearance at both bathroom doors. Slopes were found to be compliant. However, a broken corner at one of the concrete flags is creating an opening within the surface and a change in level.	Repair the concrete flag to provide smooth surface free of openings and changes in level.	403.3
32	Accessible Route AR#6 - from APA#4 to AR#7	Accessible Route	The five foot wide asphalt pavement crosswalk leading from the accessible parking area has compliant running slopes and cross-slopes.	No action required.	403.3
33	Accessible Route AR#7 - from AR#6 to PA#2	Accessible Route	Portions of the asphalt pathway were measured to have running slopes measured at 6.0% and cross-slopes exceeding 2.0%, up to 5%.	Replace portions of the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3
34	Accessible Route AR#8 - from AR#7	Accessible Route	The concrete pavement underneath the canopy was found to be level with slopes under 2.0% in all directions except for one broken corner, which has settled and has slopes up to 9.0%.	Repair the broken concrete pavement corner to provide slopes at or below 2.0% in all directions.	403.3
35	Accessible Route AR#9 - from South Lake Drive Public Right-of-Way to APA#1	Accessible Route	The asphalt pathway leading from the public right-of-way was measured to have running slopes exceeding 5.0%, up to 11.0%. Cross-slopes were also measured to be exceeding the maximum allowable 2.0%. An above ground planter box is currently set at the public right-of-way that reduces the access width to less than the minimum of 36 inches.	Replace the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway. Relocate the planter box to provide a minimum clear width of 36 inches within the accessible route.	403.3
36	Accessible Route AR#10 - from AR#9 to AR#11	Accessible Route	The asphalt pathway has cross-slopes exceeding the maximum allowable 2.0%, measured up to 5.0%.	Replace the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
37	Accessible Route AR#11 - from AR#10	Accessible Route	The concrete sidewalk providing access around the main park building was found to have cross-slopes exceeding 2.0%, measured up to 5.0%.	Replace the concrete sidewalk to provide a maximum cross-slope of 2.0%.	403.3
38	Accessible Route AR#12 - from APA#1 to AR#13	Accessible Route	Portions of the asphalt pathway were measured to have running slopes exceeding 5.0%, up to 7%. Additional areas of the pathway have cross-slopes exceeding 2.0%, measured up to 4%.	Replace the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the pathway.	403.3
39	Accessible Route AR#13 - from AR#12 to AR#14	Accessible Route	The asphalt pathway within the tunnel underneath South Lake Drive leading from the park to the beach has slopes at or below 2.0% in all directions.	No action required.	403.3
40	Accessible Route AR#14 - from AR#13	Accessible Route	The concrete sidewalk leading from the tunnel to the beach shore contains isolated areas with cross-slopes exceeding 2.0%, measured up to 5%.	Replace the concrete sidewalk to provide a maximum cross-slope of 2.0% along entire route.	403.3
Play Areas					
41	Play Area PA#1	Play Area	Play area surface is comprised of sand and woodchips and is level with surrounding surfaces with no borders. However, the play area surface material is not level with the asphalt pathway that leads into the play area, creating a steep, abrupt change in level at the play area's entrance.	Re-grade play area or add additional material to provide level surface where play area material meets asphalt pathway at entrance.	1008.1
42	Play Area PA#2	Play Area	Play area surface is comprised of woodchips and is level with surrounding surfaces with no borders, providing an accessible route into the area.	No action required.	1008.1

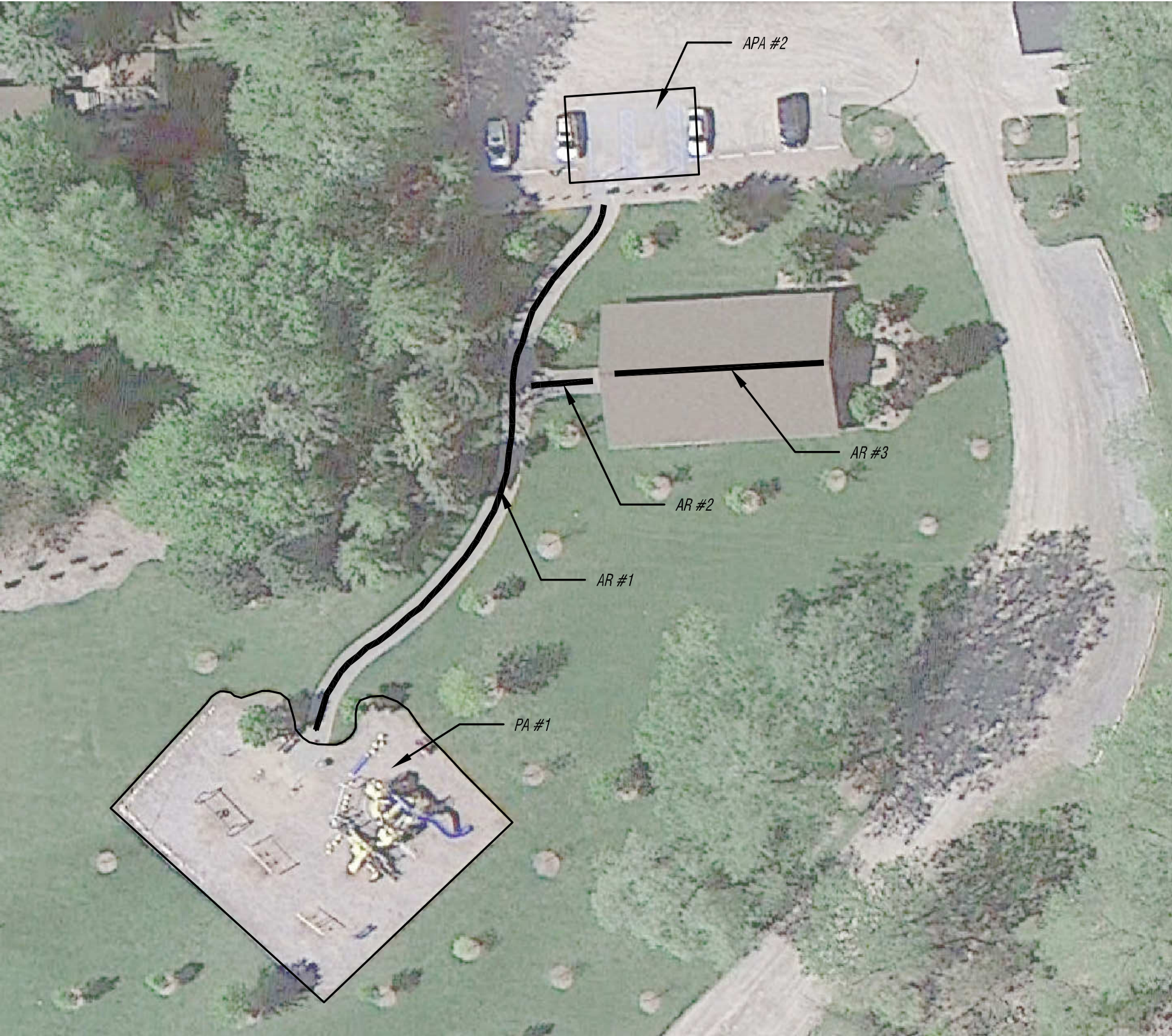


DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

SPALDING DeDECKER ASSOCIATES, INC.	
ENGINEERS	SURVEYORS
905 SOUTH BLVD. EAST	PHONE: (248) 844-5400
ROCHESTER HILLS, MI 48307	FAX: (248) 844-5404
www.sda-eng.com	

Lakeshore Park - North
City of Novi
ADA Compliance Transition Plan

JOB No. NV13006	DRAWING No. LAKESHORE PARK
SCALE: NONE	SHEET LSP-1

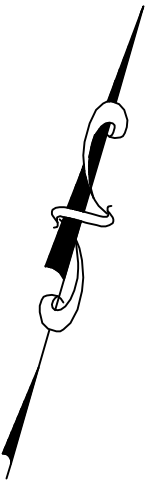


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ENGINEERS	SURVEYORS
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ROCHESTER HILLS, MI 48307	FAX: (248) 844-5404
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Lakeshore Park - Middle North	
City of Novi	
ADA Compliance Transition Plan	

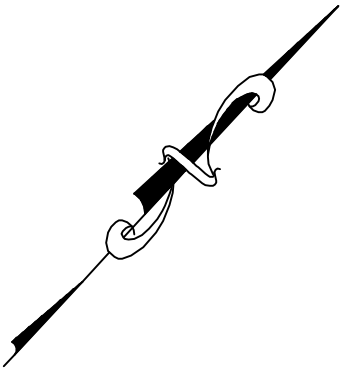
JOB No. NV13006	DRAWING No. LAKESHORE PARK
SCALE: NONE	SHEET LSP-2



Spalding DeDecker
Associates, Inc.



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Lakeshore Park - Middle South City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. LAKESHORE PARK
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET LSP-3
PROJECT MANAGER: TJS	BID PLAN DATE:				



Spalding DeDecker
Associates, Inc.



DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

SPALDING DeDECKER ASSOCIATES, INC.	
ENGINEERS	SURVEYORS
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Lakeshore Park - South	
City of Novi	
ADA Compliance Transition Plan	

JOB No. NV13006	DRAWING No. LAKESHORE PARK
SCALE: NONE	SHEET LSP-4



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Lakeshore Park	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/12/14

SUMMARY

ADA IMPROVEMENTS - NORTH

ADA Improvements	\$36,114.00
15% Contingency	\$5,417.10
TOTAL - NORTH	\$41,531.10

ADA IMPROVEMENTS - MIDDLE NORTH

ADA Improvements	\$17,067.50
15% Contingency	\$2,560.13
TOTAL - MIDDLE NORTH	\$19,627.63

ADA IMPROVEMENTS - MIDDLE SOUTH

ADA Improvements	\$4,540.00
15% Contingency	\$681.00
TOTAL - MIDDLE SOUTH	\$5,221.00

ADA IMPROVEMENTS - SOUTH

ADA Improvements	\$17,759.00
15% Contingency	\$2,663.85
TOTAL - SOUTH	\$20,422.85

GRAND TOTAL	\$86,802.58
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Lakeshore Park JOB NO. NV13006

ADA - NORTH					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	763	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$5,341.00
572	1723	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE SIDEWALK	\$7.00	\$12,061.00
573	2616	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$7.00	\$18,312.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
647	1	EA.	REMOVE PLANTER BOX	\$150.00	\$150.00
TOTAL ADA - NORTH					\$36,114.00
15% CONTINGENCY					\$5,417.10

ADA - MIDDLE NORTH					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
573	2054	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$7.00	\$14,378.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
634	1	EA.	INSTALL SIGN	\$450.00	\$450.00
574	331	S.F.	NEW ASPHALT PAVEMENT	\$4.50	\$1,489.50
649	1	EA.	REGRADE PLAY AREA TO MATCH ASPHALT ENTRY	\$500.00	\$500.00
TOTAL ADA - MIDDLE NORTH					\$17,067.50
15% CONTINGENCY					\$2,560.13

ADA - MIDDLE SOUTH					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
573	371	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$7.00	\$2,597.00
642	128	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$3.00	\$384.00
643	148	S.F.	INTERMITTENT ASPHALT PATHWAY REPAIR AND/OR LEVELING	\$5.00	\$740.00
574	182	S.F.	NEW ASPHALT PAVEMENT	\$4.50	\$819.00
TOTAL ADA - MIDDLE SOUTH					\$4,540.00
15% CONTINGENCY					\$681.00

ADA - SOUTH					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	846	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$5,922.00
573	1341	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$7.00	\$9,387.00
642	150	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$10.00	\$1,500.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
634	2	EA.	INSTALL SIGN	\$350.00	\$700.00
TOTAL ADA - SOUTH					\$17,759.00
15% CONTINGENCY					\$2,663.85

TOTAL					\$86,802.58
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CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX M

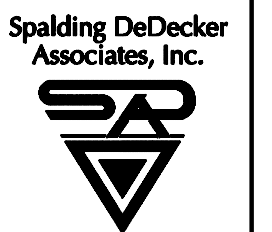
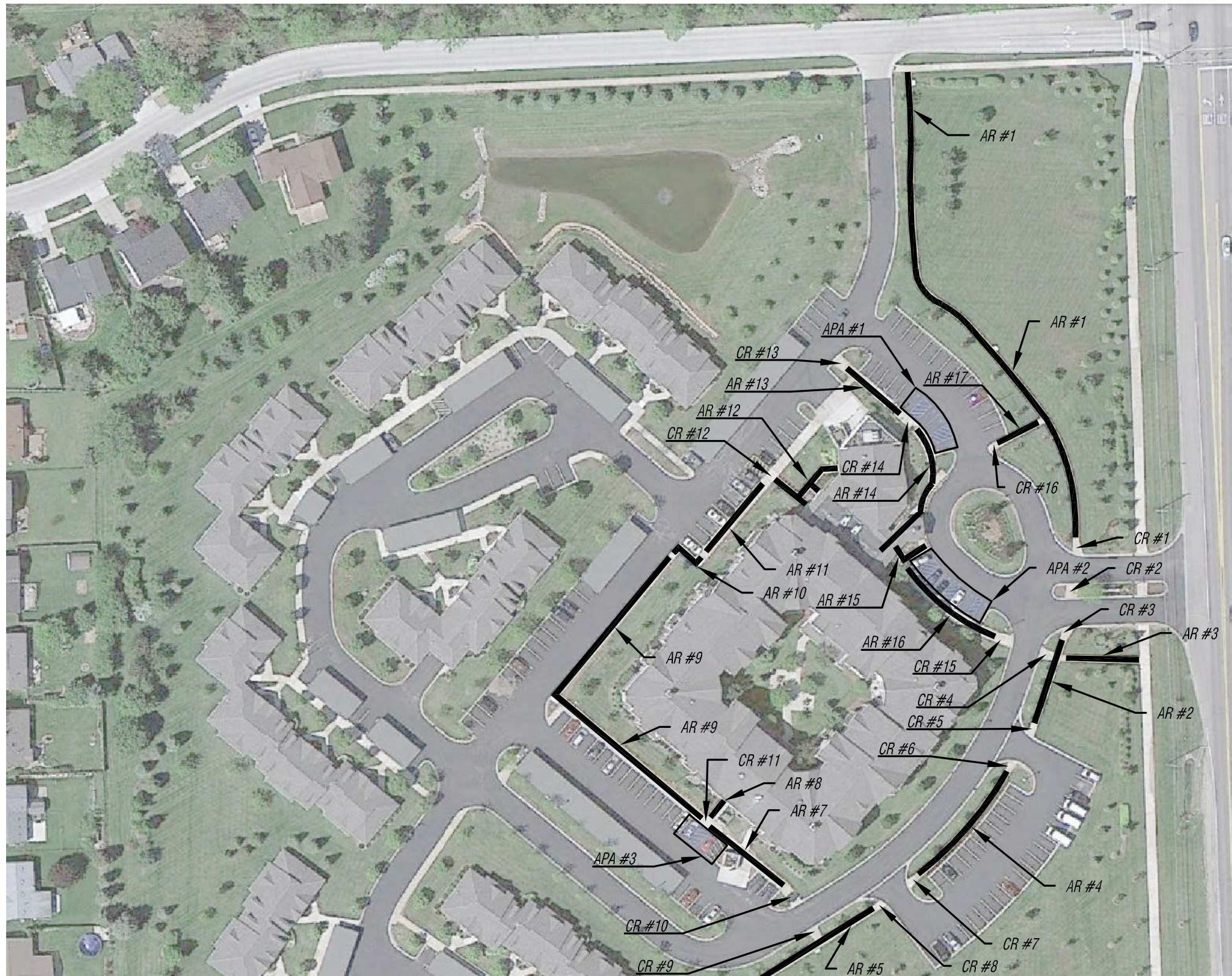
Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking - Main Multi-Floor Building	Quantity	The site includes multiple building structures that can be broken down into two separate categories: 1) the main Meadowbrook Activity Center Building which also includes a multiple floor apartment complex, and 2) the multiple attached single floor dwelling unit buildings. The main building onsite containing multiple floors was found to have a total of 152 parking stalls currently serving the building, 13 of which are accessible stalls. None of the 13 accessible stalls are noted as being van accessible. Based on this count, six (6) accessible parking spaces are required for this area, one (1) of which must be designated as van accessible.	Revise striping layout to provide one (1) van accessible stall and van accessible sign for every six (6) accessible parking stalls. See APA#1, APA#2 and APA#3 notes below.	208.2
2	Accessible Parking - Attached Single-Floor Dwelling Units	Quantity	There are also nine (9) separate single-floor residential building structures that contain a total of 60 attached living spaces for lease. There is a total of 89 parking stalls serving these attached dwelling units, but none of the 89 parking stalls are noted as being accessible.	See residential dwelling units notes below.	N/A
3	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1					
4	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 116 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
5	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 93 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.9%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide a van accessible access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
6	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The existing parking space was measured to be 123 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 3.2%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
7	Accessible Parking Area APA#1 - Parking Space P3	Parking Space	The existing parking space was measured to be 102 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.3%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
8	Accessible Parking Area APA#1 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 92 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
9	Accessible Parking Area APA#1 - Parking Space P4	Parking Space	The existing parking space was measured to be 100 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 4.3%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
10	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	Attach van accessible sign to existing sign unit and provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
11	Accessible Parking Area APA#1 - P2 Signage	Signage	The existing sign unit has a clearance of 81 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	No action required.	502.6
12	Accessible Parking Area APA#1 - P3 Signage	Signage	The existing sign unit has a clearance of 82 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	No action required.	502.6
13	Accessible Parking Area APA#1 - P4 Signage	Signage	The existing sign unit has a clearance of 82 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	No action required.	502.6
Accessible Parking Area APA#2					
14	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The existing parking space was measured to be 96 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4

15	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 56 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.9%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
16	Accessible Parking Area APA#2 - Parking Space P2	Parking Space	The existing parking space was measured to be 97 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 5.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
17	Accessible Parking Area APA#2 - Parking Space P3	Parking Space	The existing parking space was measured to be 99 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.9%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
18	Accessible Parking Area APA#2 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 82 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
19	Accessible Parking Area APA#2 - Parking Space P4	Parking Space	The existing parking space was measured to be 97 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.5%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
20	Accessible Parking Area APA#2 - Parking Space P5	Parking Space	The existing parking space was measured to be 99 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.9%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
21	Accessible Parking Area APA#2 - Access Aisle A3	Access Aisle	The existing access aisle serving parking spaces P5 and P6 was measured to be 87 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 3.3%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide a van accessible access aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
22	Accessible Parking Area APA#2 - Parking Space P6	Parking Space	The existing parking space was measured to be 99 inches wide. Isolated asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 2.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
23	Accessible Parking Area APA#2 - P1 Signage	Signage	The existing sign unit has a clearance of 81 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	No action required.	502.6
24	Accessible Parking Area APA#2 - P2 Signage	Signage	The existing sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	No action required.	502.6
25	Accessible Parking Area APA#2 - P3 Signage	Signage	The existing sign unit has a clearance of 80 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	No action required.	502.6
26	Accessible Parking Area APA#2 - P4 Signage	Signage	The existing sign unit has a clearance of 81 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	No action required.	502.6
27	Accessible Parking Area APA#2 - P5 Signage	Signage	The existing sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	Attach van accessible sign to existing sign unit and provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
28	Accessible Parking Area APA#2 - P6 Signage	Signage	The existing sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	No action required.	502.6
Accessible Parking Area APA#3					
29	Accessible Parking Area APA#3 - Parking Space P1	Parking Space	The existing parking space was measured to be 108 inches wide. Asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 5.2%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
30	Accessible Parking Area APA#3 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 108 inches wide. Asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 5.4%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
31	Accessible Parking Area APA#3 - Parking Space P2	Parking Space	The existing parking space was measured to be 109 inches wide. Asphalt pavement slopes were measured to be above the maximum allowable 2.0%, measured up to 5.2%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
32	Accessible Parking Area APA#3 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P2 and P3 was measured to be 105 inches wide. Asphalt pavement slopes were measured to be at or below 2.0%.	No action required.	502.2, 502.3 & 502.4

33	Accessible Parking Area APA#3 - Parking Space P3	Parking Space	The existing parking space was measured to be 108 inches wide. Asphalt pavement slopes were measured to be at or below 2.0%.	No action required.	502.2 & 502.4
34	Accessible Parking Area APA#3 - P1 Signage	Signage	The existing sign unit has a clearance of 55 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	Attach van accessible sign to existing sign unit and adjust sign unit to provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
35	Accessible Parking Area APA#3 - P2 Signage	Signage	The existing sign unit has a clearance of 55 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	Adjust sign unit to provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
36	Accessible Parking Area APA#3 - P3 Signage	Signage	The existing sign unit is attached to a wooden fence and has a clearance of 54 inches from the ground surface to the bottom of the lowest sign. There is no van accessible sign at this sign location.	Adjust sign unit to provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes					
37	Accessible Route AR#1	Accessible Route	The concrete sidewalk accessible route contains a few isolated areas with cross-slopes exceeding 2.0%, measured up to 3.0%.	Re-grade the isolated areas of concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
38	Curb Ramp CR#1	Curb Ramp	The concrete curb ramp contains running slopes exceeding 8.3%, measured up to 10.9%, and cross-slopes exceeding 2.0%, measured up to 5.6%. No level landing is provided at the top of the ramp.	Re-grade the concrete curb ramp to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Provide a level landing at the top of the ramp.	406.1 & 406.4
39	Curb Ramp CR#2	Curb Ramp	The type of concrete curb ramp provided at this location should be level in all directions, but it contains cross-slopes and running slopes exceeding 2.0%. There is also an existing lip at the back of the curb creating a change in level.	Re-grade the concrete curb ramp to provide a maximum running slope of 2.0% and a maximum cross-slope of 2.0%. Remove existing lip at the back of curb.	406.1 & 406.4
40	Curb Ramp CR#3	Curb Ramp	The concrete curb ramp contains running slopes exceeding 8.3%, measured up to 8.8%.	Re-grade the concrete curb ramp to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Provide a level landing at the top of the ramp.	406.1 & 406.4
41	Accessible Route AR#2	Accessible Route	The concrete sidewalk accessible route contains cross-slopes exceeding 2.0%, measured up to 3.0%.	Re-grade the isolated areas of concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
42	Accessible Route AR#3	Accessible Route	The concrete sidewalk accessible route contains isolated areas with running slopes exceeding 5.0%, measured up to 7.7%, and cross-slopes exceeding 2.0%, measured up to 2.9%.	Re-grade the concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the sidewalk.	403.3
43	Curb Ramp CR#4	Curb Ramp	The concrete curb ramp contains cross-slopes exceeding 2.0%, measured up to 3.0%. No level landing is provided at the top of the ramp.	Re-grade the concrete curb ramp to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Provide a level landing at the top of the ramp.	406.1 & 406.4
44	Curb Ramp CR#5	Curb Ramp	The concrete curb ramp contains cross-slopes exceeding 2.0%, measured up to 5.0%.	Re-grade the concrete curb ramp to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Provide a level landing at the top of the ramp.	406.1 & 406.4
45	Curb Ramp CR#6	Curb Ramp	The concrete curb ramp contains cross-slopes at or below 2.0% and running slopes at or below 8.3%. A level landing is provided at the top of the ramp.	No action required.	406.1 & 406.4
46	Accessible Route AR#4	Accessible Route	The concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
47	Curb Ramp CR#7	Curb Ramp	The concrete curb ramp contains cross-slopes exceeding 2.0%, measured up to 3.0%.	Re-grade the concrete curb ramp to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Provide a level landing at the top of the ramp.	406.1 & 406.4
48	Curb Ramp CR#8	Curb Ramp	The concrete curb ramp contains cross-slopes at or below 2.0% and running slopes at or below 8.3%. A level landing is provided at the top of the ramp.	No action required.	406.1 & 406.4
49	Accessible Route AR#5	Accessible Route	The concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3

50	Accessible Route AR#6	Accessible Route	The concrete sidewalk accessible route contains running slopes exceeding 5.0%, measured up to 6.5%, and cross-slopes exceeding 2.0%, measured up to 3.0%.	Re-grade the concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the sidewalk.	403.3
51	Curb Ramp CR#9	Curb Ramp	The concrete curb ramp contains cross-slopes at or below 2.0% and running slopes at or below 8.3%. A level landing is provided at the top of the ramp. However, there is a slight lip at the back of the concrete curb, creating a change of level.	Remove lip at interface of concrete curb and ramp surface.	406.1 & 406.4
52	Curb Ramp CR#10	Curb Ramp	The concrete curb ramp contains cross-slopes at or below 2.0% and running slopes at or below 8.3%. A level landing is provided at the top of the ramp.	No action required.	406.1 & 406.4
53	Accessible Route AR#7	Accessible Route	The concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
54	Accessible Route AR#8	Accessible Route	The concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
55	Curb Ramp CR#11	Curb Ramp	The concrete curb ramp contains running slopes exceeding 8.3%, measured up to 9.7%. The side flare slopes both exceed the maximum allowable 8.3% for this type of ramp configuration. No level landing is provided at the top of the ramp.	Re-grade the concrete curb ramp to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Side flares should be installed at a maximum slope of 8.3%. Provide a level landing at the top of the ramp.	406.1 & 406.4
56	Accessible Route AR#9	Accessible Route	The concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
57	Accessible Route AR#10	Accessible Route	The concrete sidewalk non-compliant slopes.	Re-grade the concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3
58	Accessible Route AR#11	Accessible Route	The concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
59	Curb Ramp CR#12	Curb Ramp	The concrete curb ramp contains non-compliant running and side flare slopes.	Re-grade the concrete curb ramp to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Side flares should be installed at a maximum slope of 8.3%. Provide a level landing at the top of the ramp.	406.1 & 406.4
60	Accessible Route AR#12	Accessible Route	The concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
61	Curb Ramp CR#13	Curb Ramp	The concrete curb ramp contains cross-slopes at or below 2.0% and running slopes at or below 8.3%. A level landing is provided at the top of the ramp.	No action required.	406.1 & 406.4
62	Accessible Route AR#13	Accessible Route	The concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
63	Curb Ramp CR#14	Curb Ramp	The concrete curb ramp contains non-compliant running and side flare slopes.	Re-grade the concrete curb ramp to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Side flares should be installed at a maximum slope of 8.3%. Provide a level landing at the top of the ramp.	406.1 & 406.4
64	Accessible Route AR#14	Accessible Route	The concrete sidewalk accessible route contains cross-slopes exceeding 2.0%, measured up to 6.0%. There is no level landing provided directly in front of the Senior Center Entrance.	Re-grade the concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%. Provide level landings directly in front of all building entrance doors.	403.3
65	Accessible Route AR#15	Accessible Route	The concrete sidewalk accessible route contains a majority of compliant running slopes measured at or below 5.0%. However, there is one isolated area with a running slope measured at 9.6%. Cross-slopes were found to exceed 2.0%, measured up to 5.3%.	Re-grade the concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the sidewalk.	403.3
66	Accessible Route AR#16	Accessible Route	The concrete sidewalk accessible route contains cross-slopes exceeding 2.0%, measured up to 3.2%.	Re-grade the isolated areas of concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%.	403.3

67	Curb Ramp CR#15	Curb Ramp	The concrete curb ramp contains running slopes exceeding 8.3%, measured up to 9.3%. No level landing is provided at the top of the ramp.	Re-grade the concrete curb ramp to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Provide a level landing at the top of the ramp.	406.1 & 406.4
68	Curb Ramp CR#16	Curb Ramp	The concrete curb ramp contains cross-slopes at or below 2.0% and running slopes at or below 8.3%. A level landing is provided at the top of the ramp.	No action required.	406.1 & 406.4
69	Accessible Route AR#17	Accessible Route	The concrete sidewalk has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
Residential Dwelling Units					
70	General	Residential Accessibility	The Department of Justice 2010 ADA Standards for Accessible Design Section 35.151(j) for State and Local Government owned facilities notes that "residential dwelling units designed and constructed or altered by public entities that will be offered for sale to individuals" and/or "housing programs that are operated by public entities where design and construction of particular residential dwelling units take place only after a specific buyer has been identified" shall comply with the 2010 ADA Standards. Since these units are not for sale and or solely leased, the 2010 ADA Standards do not dictate that these units must be accessible. However, Section 233 of the 2010 ADA Standards does note that these units may be subject to other laws such as the Fair Housing Act and the HUD Section 504 regulations. According to the Fair Housing Act, these units should be accessible since each single floor dwelling building contains four or more dwelling units. This Act applies to all housing, whether for sale or for rent, and whether privately or publicly funded.	See notes below.	35.151(j) & 233
71	Accessible Parking	Accessible Parking	There are nine (9) separate single-floor residential building structures that contain a total of 60 attached living spaces for lease. There is a total of 89 parking stalls serving these attached dwelling units, but none of the 89 parking stalls are noted as being accessible.	Provide an accessible parking stall and access aisle for each dwelling unit. Slopes shall be a maximum of 2.0% in all directions for all accessible parking stalls and access aisles. Provide an accessible sign unit for each accessible parking stall.	502.2, 502.3, 502.4 & 502.6
72	Accessible Routes	Accessible Route	There are multiple concrete sidewalk accessible routes that contain cross-slopes exceeding the maximum allowable 2.0% within the residential dwelling unit sections of the site.	Re-grade the isolated areas of non-compliant concrete sidewalk to provide maximum running slopes of 5.0% and cross-slopes of 2.0%. Provide level landings directly in front of all building entrance doors.	403.3
73	Curb Ramps	Curb Ramp	The site contains a total of 22 existing concrete curb ramps within the residential dwelling unit sections of the site in addition to those noted above for the main multi-floor building portion of the site. Many of these ramps contain non-compliant slopes: running slopes exceeding the 8.3% maximum, cross-slopes exceeding the 2.0% maximum, and side flare slopes exceeding the 8.3% maximum.	Re-grade the non-compliant concrete curb ramps to provide a maximum running slope of 8.3% and a maximum cross-slope of 2.0%. Side flares should be installed at a maximum slope of 8.3%. Provide level landings at the tops of all ramps.	406.1 & 406.4



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Meadowbrook Commons - North City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. MEADOWBROOK
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET MC-1
PROJECT MANAGER: TJS	BID PLAN DATE:				



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Meadowbrook Commons - South City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. MEADOWBROOK
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET
PROJECT MANAGER: TJS	BID PLAN DATE:				MC-2



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Meadowbrook Commons	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/13/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$75,425.00
15% Contingency	\$11,313.75
TOTAL - ADA IMPROVEMENTS	\$86,738.75

GRAND TOTAL	\$86,738.75
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Meadowbrook Commons **JOB NO.** NV13006

ADA - MAIN MULTI-FLOOR BUILDING					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	4621	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$32,347.00
572	4235	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE SIDEWALK	\$7.00	\$29,645.00
642	111	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$3.00	\$333.00
637	1	L.S.	STRIPING	\$500.00	\$500.00
641	3	EA.	ATTACH VAN ACCESSIBLE SIGN TO EXISTING	\$100.00	\$300.00
504	10	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$12,000.00
650	3	EA.	ADJUST SIGN	\$100.00	\$300.00
TOTAL ADA - MAIN MULTI-FLOOR BUILDING					\$75,425.00
15% CONTINGENCY					\$11,313.75
TOTAL					\$86,738.75

NOTE: One (1) Accessible Parking Space, marked as van accessible, must be added for each dwelling unit (60 total), with an adjacent access aisle measuring 96 inches wide. All pavement for the parking space and access aisle must be less than or equal to 2% in all directions. The access aisle must lead to an ADA compliant curb ramp with a maximum running slope of 8.3% and maximum cross-slope of 2%, and a level landing at the top. An accessible sign unit, with a van accessible sign, must be added in front of each new accessible parking space, with a minimum clearance of 60 inches from the ground to the bottom of the lowest sign. A more detailed study would be required to determine the cost of such improvements for the dwelling units.

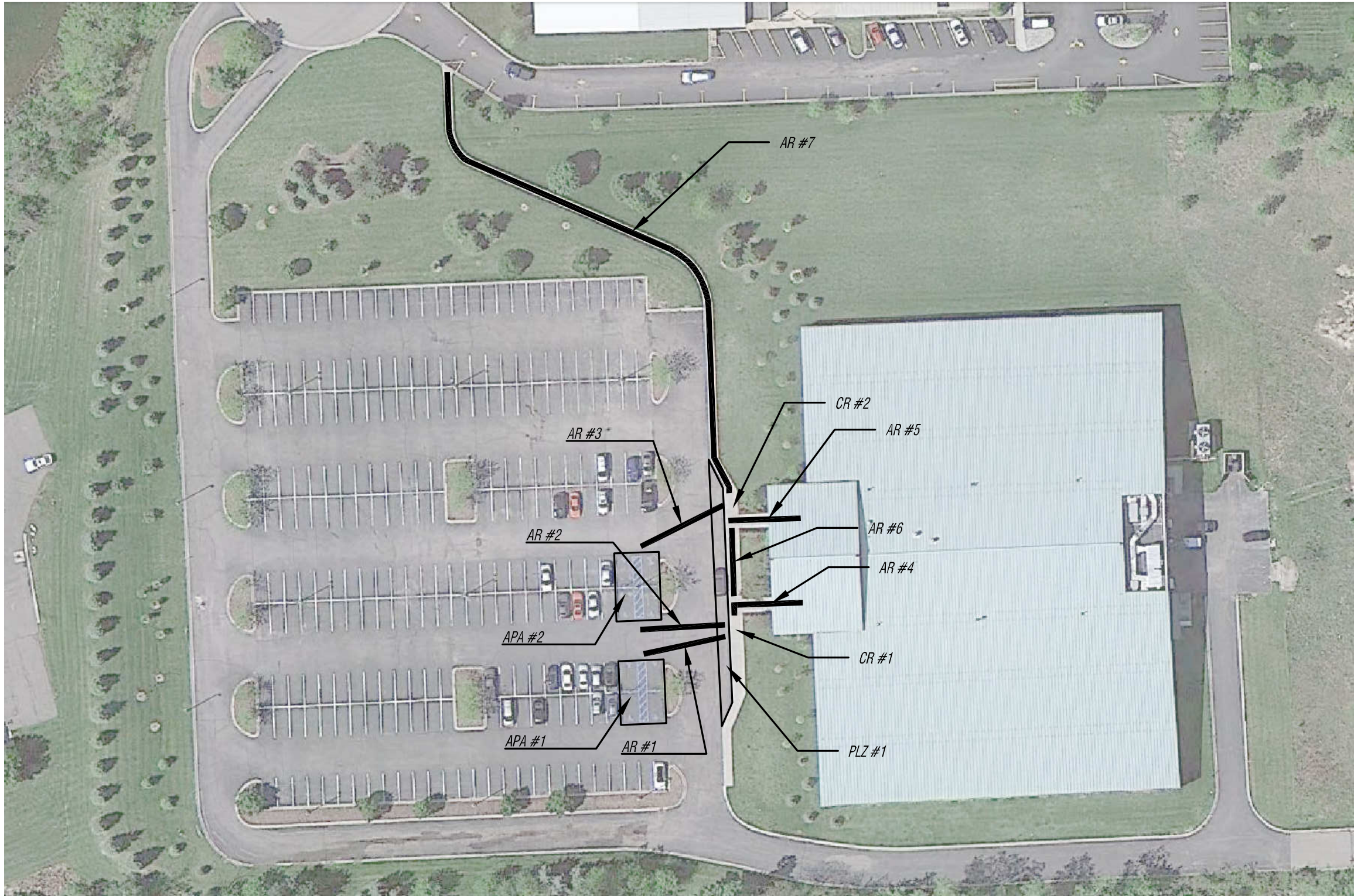
CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX N

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 258 total parking spaces identified at the time of survey, including eight (8) accessible parking spaces, four of which were designated as van accessible. Based on this count, seven (7) accessible parking spaces are required, two of which must be designated as van accessible.	No action required.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1 - South Parking Row					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 114 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The existing parking space was measured to be 115 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
6	Accessible Parking Area APA#1 - Parking Space P3	Parking Space	The existing parking space was measured to be 114 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
7	Accessible Parking Area APA#1 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2, 502.3 & 502.4
8	Accessible Parking Area APA#1 - Parking Space P4	Parking Space	The existing parking space was measured to be 116 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
9	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 81 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
10	Accessible Parking Area APA#1 - P2 Signage	Signage	The existing sign unit has a clearance of 80 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
11	Accessible Parking Area APA#1 - P3 Signage	Signage	The existing sign unit has a clearance of 81 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
12	Accessible Parking Area APA#1 - P4 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 80 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Parking Area APA#2 - North Parking Row					
13	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The existing parking space was measured to be 115 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
14	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2, 502.3 & 502.4
15	Accessible Parking Area APA#2 - Parking Space P2	Parking Space	The existing parking space was measured to be 117 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
16	Accessible Parking Area APA#2 - Parking Space P3	Parking Space	The existing parking space was measured to be 114 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4

17	Accessible Parking Area APA#2 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 97 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2, 502.3 & 502.4
18	Accessible Parking Area APA#2 - Parking Space P4	Parking Space	The existing parking space was measured to be 117 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
19	Accessible Parking Area APA#2 - P1 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 73 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
20	Accessible Parking Area APA#2 - P2 Signage	Signage	The existing sign unit has a clearance of 76 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
21	Accessible Parking Area APA#2 - P3 Signage	Signage	The existing sign unit has a clearance of 73 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
22	Accessible Parking Area APA#2 - P4 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 76 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Passenger Loading Zones					
23	Passenger Loading Zone PLZ#1	Passenger Loading Zone	The loading zone's access aisle is 81 inches wide and 130 feet long. Slopes were at or below 2.0% in all directions. However, the access aisle is not marked or hatched to discourage parking within the aisle.	Stripe hatched markings within the access aisle to discourage parking.	503.1
Accessible Routes					
24	Accessible Route AR#1 - from APA#1 to CR#1	Accessible Route	Running slopes within the asphalt pavement accessible route are at or below 5.0%. However, a significant portion of the route has cross-slopes exceeding the maximum allowable 2.0%, measured up to 3.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%.	403.3
25	Accessible Route AR#2 - from APA#2 to CR#1	Accessible Route	Running slopes within the asphalt pavement accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
26	Accessible Route AR#3 - from APA#2 to CR#2	Accessible Route	Running slopes within the asphalt pavement accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
27	Curb Ramp CR#1	Curb Ramp	The side flares of the concrete curb ramp exceed 8.3%.	Replace existing concrete ramp with parallel curb ramp with ADA compliant side slopes at or below 8.3% and level landings at the tops of both side slopes.	406.1 & 406.4
28	Curb Ramp CR#2	Curb Ramp	The side flares of the concrete curb ramp exceed 8.3%.	Replace existing concrete ramp with parallel curb ramp with ADA compliant side slopes at or below 8.3% and level landings at the tops of both side slopes.	406.1 & 406.4
29	Accessible Route AR#4 - from CR#1 to Building Entrance	Accessible Route	Running slopes are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
30	Accessible Route AR#5 - from CR#2 to Building Entrance	Accessible Route	Cross-slopes are at or below 2.0%. However, a portion of the longitudinal running slopes exceed the maximum allowable 5.0% for accessible routes, measured up to 7.8%. The maximum allowable slope of a ramp is 8.3%. Therefore, if considered a ramp, there are no handrails provided along either side of the walk.	Re-grade the concrete sidewalk to provide running slopes at or below 5.0% and cross-slopes at or below 2%. If final slopes must exceed 5%, provide level landings at the top and bottom of the ramp, and provide compliant handrails on both sides of the sidewalk.	403.3
31	Accessible Route AR#6 - from CR#1 to CR#2	Accessible Route	Cross-slopes exceed the maximum allowable 2.0%, measured up to 3.0%.	Re-grade the concrete sidewalk to provide cross-slopes at or below 2%.	403.3
32	Accessible Route AR#7 - from Public Right-of-Way to CR#1	Accessible Route	Running slopes are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3



DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

SPALDING DeDECKER ASSOCIATES, INC.	
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www.sda-eng.com	

Novi Ice Arena	
City of Novi	
ADA Compliance Transition Plan	

JOB No. NV13006	DRAWING No. NOVI ICE ARENA
SCALE: NONE	SHEET NIA-1



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Novi Ice Arena	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/05/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$15,697.00
15% Contingency	\$2,354.55
TOTAL - NORTH	\$18,051.55

GRAND TOTAL	\$18,051.55
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
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ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Novi Ice Arena JOB NO. NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
637	1	L.S.	STRIPING	\$500.00	\$500.00
571	1111	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$7,777.00
504	2	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$2,400.00
572	502	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE SIDEWALK	\$10.00	\$5,020.00
TOTAL ADA					\$15,697.00
15% CONTINGENCY					\$2,354.55
TOTAL					\$18,051.55

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



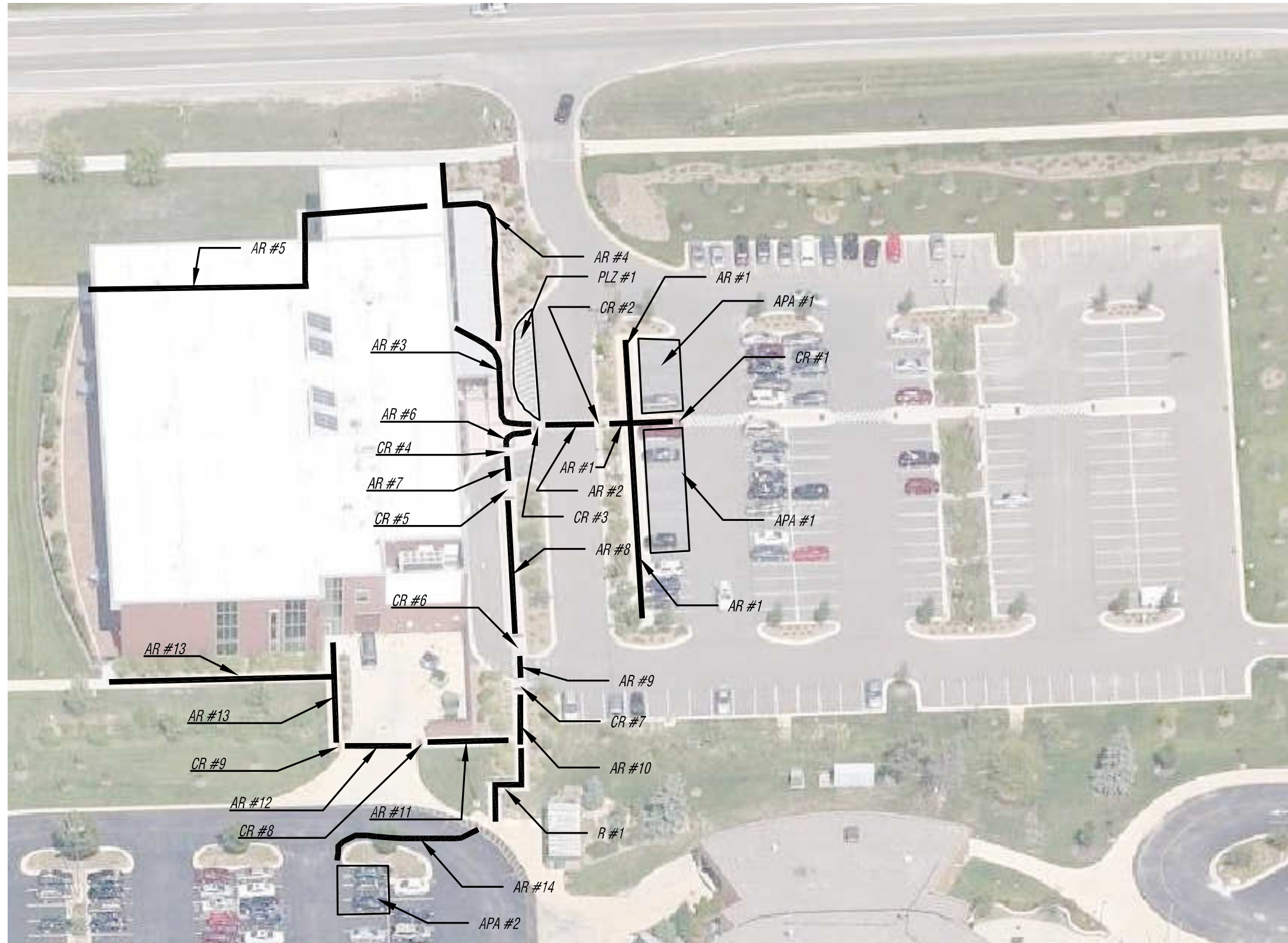
APPENDIX O

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 176 total parking spaces identified at the time of survey, including nine (9) accessible parking spaces, two (2) of which were designated as van accessible. Based on this count, six (6) accessible parking spaces are required, one (1) of which must be designated as van accessible. An additional accessible space is provided within the adjacent high school parking lot south of the library building.	No action required. The single stall within the high school parking lot will require additional work to make accessible. However, this stall is not required since the library has its own accessible parking area and can be removed from the lot. See APA#2 notes and AR#13 notes below.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1 - Main Library Lot					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 105 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 55 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The existing parking space was measured to be 105 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
6	Accessible Parking Area APA#1 - Access Aisle A2	Access Aisle	The existing access aisle serving parking spaces P2 and P3 was measured to be 55 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
7	Accessible Parking Area APA#1 - Parking Space P3	Parking Space	The existing parking space was measured to be 105 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
8	Accessible Parking Area APA#1 - Access Aisle A3	Access Aisle	The existing access aisle serving parking spaces P3 and P4 was measured to be 55 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
9	Accessible Parking Area APA#1 - Parking Space P4	Parking Space	The existing parking space was measured to be 105 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
10	Accessible Parking Area APA#1 - Access Aisle A4	Access Aisle	The existing access aisle serving parking spaces P4 and P5 was measured to be 91 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide a van accessible aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4
11	Accessible Parking Area APA#1 - Parking Space P5	Parking Space	The existing parking space was measured to be 117 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
12	Accessible Parking Area APA#1 - Parking Space P6	Parking Space	The existing parking space was measured to be 124 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
13	Accessible Parking Area APA#1 - Access Aisle A5	Access Aisle	The existing access aisle serving parking spaces P6 and P7 was measured to be 54 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide an access aisle with a minimum width of 60 inches.	502.2, 502.3 & 502.4
14	Accessible Parking Area APA#1 - Parking Space P7	Parking Space	The existing parking space was measured to be 105 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
15	Accessible Parking Area APA#1 - Parking Space P8	Parking Space	The existing parking space was measured to be 103 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
16	Accessible Parking Area APA#1 - Access Aisle A6	Access Aisle	The existing access aisle serving parking spaces P8 and P9 was measured to be 92 inches wide and the pavement slopes were measured to be at or less than 2.0%.	Revise striping layout to provide a van accessible aisle with a minimum width of 96 inches.	502.2, 502.3 & 502.4

17	Accessible Parking Area APA#1 - Parking Space P9	Parking Space	The existing parking space was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
18	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
19	Accessible Parking Area APA#1 - P2 Signage	Signage	The existing sign unit has a clearance of 80 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
20	Accessible Parking Area APA#1 - P3 Signage	Signage	The existing sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
21	Accessible Parking Area APA#1 - P4 Signage	Signage	The existing sign unit has a clearance of 80 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
22	Accessible Parking Area APA#1 - P5 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 73 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
23	Accessible Parking Area APA#1 - P6 Signage	Signage	The existing sign unit has a clearance of 81 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
24	Accessible Parking Area APA#1 - P7 Signage	Signage	The existing sign unit has a clearance of 80 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
25	Accessible Parking Area APA#1 - P8 Signage	Signage	The existing sign unit has a clearance of 80 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
26	Accessible Parking Area APA#1 - P9 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 73 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Parking Area APA#2 - Located within adjacent Novi High School parking lot					
27	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The single designated accessible parking space has slopes and a minimum width that are compliant with ADA standards.	No action required.	502.2 & 502.4
28	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	No access aisle is provided for parking space P1.	Stripe an adjacent access aisle with a minimum width of 96 inches to designate P1 as a van accessible space if existing slopes are at or below 2.0% in all directions. If existing slopes are above 2.0%, remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions prior to striping.	502.2, 502.3 & 502.4
29	Accessible Parking Area APA#2 - P1 Signage	Signage	The existing sign unit includes the wrong type of sign which notes "Accessible Passenger Loading Zone" and has a clearance of 44 inches from the ground surface to the bottom of the lowest sign.	Replace existing sign with correct accessible parking sign including a van accessible sign, and provide a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Passenger Loading Zones					
30	Passenger Loading Zone PLZ#1	Passenger Loading Zone	The loading zone's hatched access aisle is 120 inches wide and 66 feet long. Slopes exceed the maximum allowable 2.0% and were measured up to 5.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	503.1
Accessible Routes					
31	Curb Ramp CR#1	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
32	Accessible Route AR#1 - from APA#1 to CR#2	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
33	Curb Ramp CR#2	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4

34	Accessible Route AR#2 - from CR#2 to CR#3	Accessible Route	Running slopes within the asphalt pavement route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
35	Curb Ramp CR#3	Curb Ramp	Running slopes are at or below 8.3%, side flares are at or below 10.0% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
36	Accessible Route AR#3 - from CR#3 to Building Entrance	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
37	Accessible Route AR#4 - from Public Right-of-Way to Building Entrance	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
38	Accessible Route AR#5 - from AR#4 to North Fuerst Park Sidewalk Path	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
39	Accessible Route AR#6 - from CR#3 to CR#4	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
40	Curb Ramp CR#4	Curb Ramp	Running slopes are at or below 8.3%, side flares are at or below 10.0% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
41	Accessible Route AR#7 - from CR#4 to CR#5	Accessible Route	Running slopes within the asphalt pavement accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
42	Curb Ramp CR#5	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
43	Accessible Route AR#8 - from CR#5 to CR#6	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
44	Curb Ramp CR#6	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
45	Accessible Route AR#9 - from CR#6 to CR#7	Accessible Route	Running slopes within the asphalt pavement accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
46	Curb Ramp CR#7	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
47	Accessible Route AR#10 - from CR#7 to R#1	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
48	Ramp R#1	Ramp	The concrete sidewalk ramp was measured to have running slopes at or below 8.3% and cross-slopes at or below 2.0%. Level landings were provided where required and handrails were provided along both sides of the ramp.	No action required.	405.1
49	Accessible Route AR#11 - from AR#10 to CR#8	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
50	Curb Ramp CR#8	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
51	Accessible Route AR#12 - from CR#8 to CR#9	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3

52	Curb Ramp CR#9	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
53	Accessible Route AR#13 - from CR#9 to South Fuerst Park Sidewalk Path	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
54	Accessible Route AR#14 - from APA#2 to R#1	Accessible Route	Running slopes within the asphalt pavement accessible route are at or below 5.0%. However, cross-slopes were measured to be up to 4.0%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%; or revise location of APA#2 to provide compliant accessible route slopes to R#1; or remove APA#2 completely.	403.3



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Novi Library City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. NOVI LIBRARY
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET NL-1
PROJECT MANAGER: TJS	BID PLAN DATE:				



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Novi Library	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/14/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$11,265.00
15% Contingency	\$1,689.75
TOTAL - ADA IMPROVEMENTS	\$12,954.75

GRAND TOTAL	\$12,954.75
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Novi Library **JOB NO.** NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	1195	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$8,365.00
637	1	L.S.	STRIPING	\$1,500.00	\$1,500.00
634	1	EA.	INSTALL SIGN	\$350.00	\$350.00
652	1	EA.	REMOVE EXISTING SIGN	\$150.00	\$150.00
635	3	EA.	RELOCATE EXISTING SIGN	\$300.00	\$900.00
TOTAL ADA					\$11,265.00
15% CONTINGENCY					\$1,689.75

TOTAL	\$12,954.75
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NOTE: It is recommended that the accessible parking space in the high school parking lot be removed since it is not needed according to the existing counts within the library's main parking lot. It would be restriped as a typical parking space, and the sign would be removed. If it is to remain, an adjacent van accessible access aisle must be striped, with a minimum width of 96 inches. If the area for the proposed access aisle contains slopes greater than 2% in any direction, the asphalt must be removed, re-graded, and replaced with maximum slopes of 2% in any direction. The correct accessible parking sign, with a van accessible sign, must replace the existing sign, and there must be a minimum clearance of 60 inches from the ground to the bottom of the lowest sign. The asphalt from the parking space to the Ramp R1 must be removed, regraded, and replaced to have maximum cross-slopes of 2%. Therefore, the most cost effective option is to remove the accessible parking space.

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES

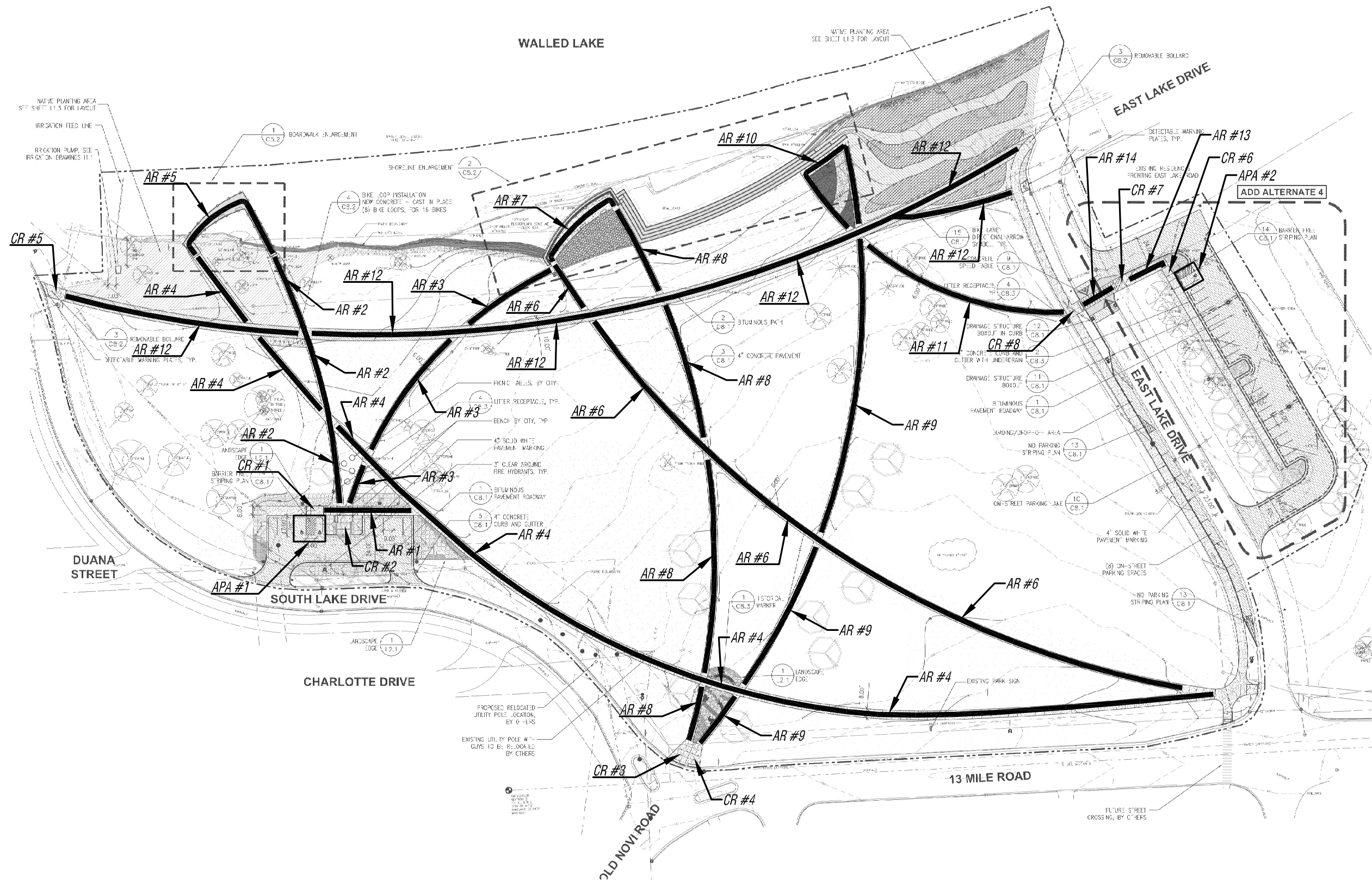


APPENDIX P

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking - West Lot	Quantity	There are two separate areas in regards to parking for the park. The first includes the parking lot at the west end of the site (includes APA#1). This area includes a total of 10 parking spaces, including two (2) accessible parking spaces, one (1) of which is designated as van accessible. Based on this count, one (1) accessible parking space is required for this area, and it must be designated as van accessible.	No action required.	208.2
2	Accessible Parking - East Lot	Quantity	The second parking area includes the parking lot at the east end of the site (includes APA#2), which has a total of 19 parking spaces, including one (1) accessible parking space, which is designated as van accessible. The count for this area dictates that one (1) accessible parking space is required, and it must be designated as van accessible.	No action required.	208.2
3	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1 - West Lot					
4	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
5	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2, 502.3 & 502.4
6	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The existing parking space was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
7	Accessible Parking Area APA#1 - P1 Signage	Signage	At the time of the site ADA survey, the ADA signs were not yet installed since the ongoing project has yet to be fully completed. It is assumed that the proposed sign will noted as van accessible and have a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
8	Accessible Parking Area APA#1 - P2 Signage	Signage	At the time of the site ADA survey, the ADA signs were not yet installed since the ongoing project has yet to be fully completed. It is assumed that the proposed sign will have a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Parking Area APA#2 - East Lot					
9	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The existing parking space was measured to be 96 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
10	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	The existing access aisle serving parking space P1 was measured to be 144 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2, 502.3 & 502.4
11	Accessible Parking Area APA#2 - P1 Signage	Signage	At the time of the site ADA survey, the ADA signs were not yet installed since the ongoing project has yet to be fully completed. It is assumed that the proposed sign will noted as van accessible and have a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Routes					
12	Curb Ramp CR#1 - from APA#1 to AR#1	Curb Ramp	The parallel curb ramp has level landings at the tops and bottom of the ramped surfaces. Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
13	Curb Ramp CR#2 - from APA#1 to AR#1	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4

14	Accessible Route AR#1 - from CR#1 and CR#2 to AR#2 and AR#3	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
15	Accessible Route AR#2 - from AR#1 to AR#5	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
16	Accessible Route AR#3 - from AR#1 to AR#7 and AR#6	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
17	Accessible Route AR#4 - from AR#5 to AR#6	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
18	Accessible Route AR#5 - from AR#2 to AR#4	Accessible Route	Running slopes within the wood boardwalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
19	Accessible Route AR#6 - from AR#4 to AR#7	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
20	Accessible Route AR#7 - from AR#6 to AR#8	Accessible Route	Running slopes within the concrete sidewalk pier accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
21	Accessible Route AR#8 - from CR#3 and CR#4 to AR#7	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
22	Curb Ramp CR#3 - from 13 Mile Road Public Right-of-Way to AR#8 and AR#9	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
23	Curb Ramp CR#4 - from 13 Mile Road Public Right-of-Way to AR#8 and AR#9	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
24	Accessible Route AR#9 - from CR#3 and CR#4 to AR#10	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
25	Accessible Route AR#10 - from AR#9 to AR#11	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
26	Accessible Route AR#11 - from AR#10 to CR#8	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
27	Curb Ramp CR#5 - from South Lake Drive Public Right-of-Way to AR#12	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
28	Accessible Route AR#12 - from CR#5 to East Lake Drive Public Right-of-Way	Accessible Route	Running slopes within the asphalt pathway accessible route are at or below 5.0%. Multiple cross-slopes were measured to be above the maximum allowable 2.0%, measured up to 4%.	Remove and re-grade the asphalt pathway to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%.	403.3
29	Curb Ramp CR#6 - from APA#2 to AR#13	Curb Ramp	The parallel curb ramp has level landings at the tops and bottom of the ramped surfaces. Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
30	Accessible Route AR#13 - from CR#6 to CR#7	Accessible Route	Running slopes within the concrete sidewalk accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3
31	Curb Ramp CR#7 - from AR#13 to AR#14	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
32	Accessible Route AR#14 - from CR#7 to CR#8	Accessible Route	Running slopes within the concrete pavement accessible route are at or below 5.0% and cross-slopes are at or below 2.0%.	No action required.	403.3

33	Curb Ramp CR#8 - from AR#14 to AR#11	Curb Ramp	Running slopes are at or below 8.3% and cross-slopes are at or below 2.0%.	No action required.	406.1 & 406.4
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DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Pavilion Shore Park City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. PAVILION SHORE
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET
PROJECT MANAGER: TJS	BID PLAN DATE:				PSP-1



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Pavilion Shore Park	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/14/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$47,355.00
15% Contingency	\$7,103.25
TOTAL - ADA IMPROVEMENTS	\$54,458.25

GRAND TOTAL	\$54,458.25
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Pavilion Shore Park JOB NO. NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
573	9471	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$5.00	\$47,355.00
TOTAL ADA					\$47,355.00
15% CONTINGENCY					\$7,103.25
TOTAL					\$54,458.25

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES

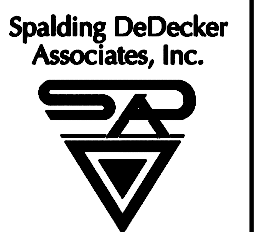
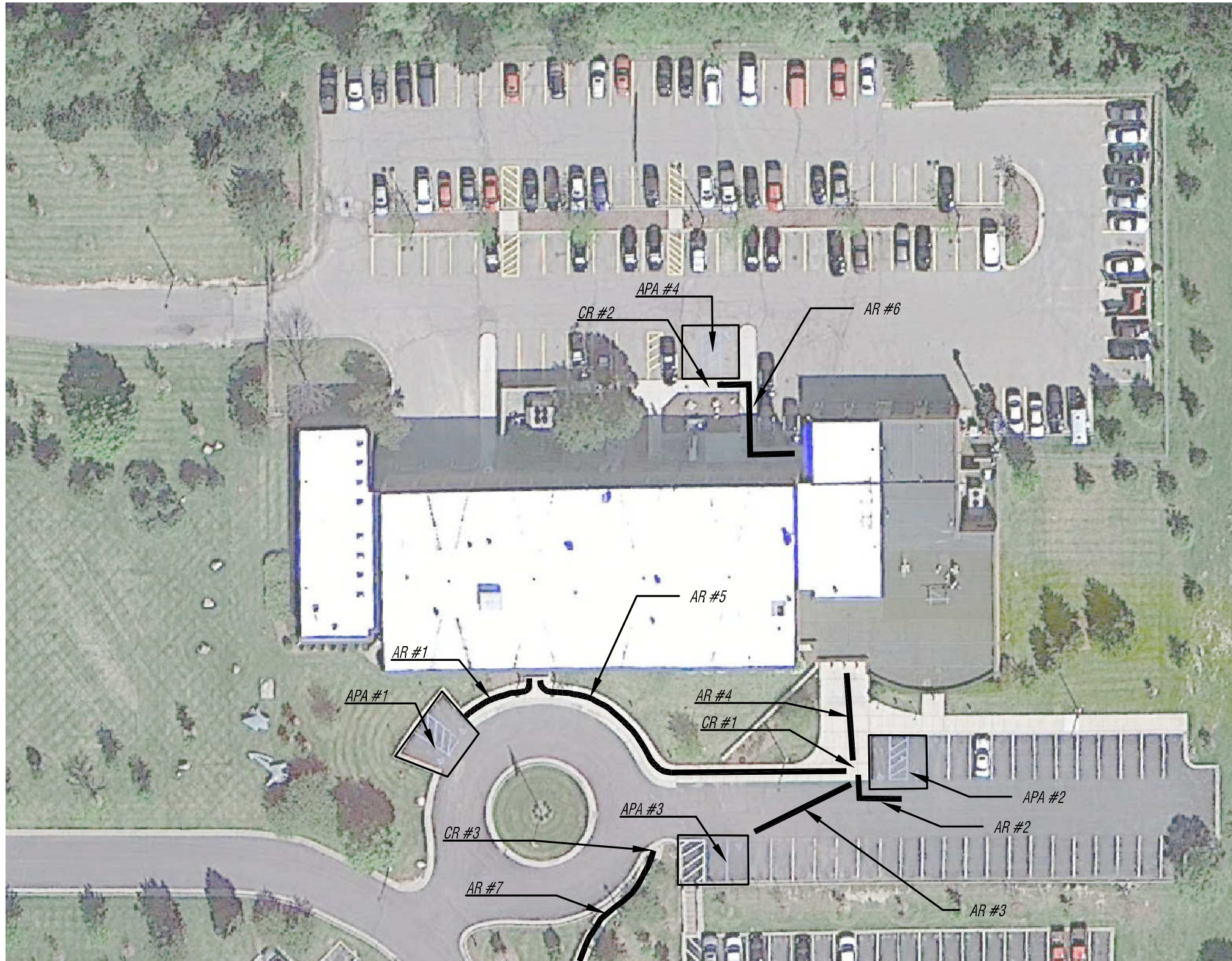


APPENDIX Q

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 138 total parking spaces identified at the time of survey, including seven (7) accessible parking spaces, two (2) of which were designated as van accessible. Based on the total count, five (5) accessible parking spaces are required, and one (1) must be designated as van accessible.	No action required.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1 - Main Police Department Entrance					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 84 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 2.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Revise striping layout to provide a minimum width of 96 inches for the entire length of the stall.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 92 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 3.7%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The existing parking space was measured to be 96 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 3.2%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
6	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign unit has a clearance of 76 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
7	Accessible Parking Area APA#1 - P2 Signage	Signage	The existing sign unit has a clearance of 75 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Parking Area APA#2 - Training Center Entrance					
8	Accessible Parking Area APA#2 - Parking Space P1	Parking Space	The existing parking space was measured to be 96 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 3.7%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
9	Accessible Parking Area APA#2 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 92 inches wide and the asphalt pavement slopes exceeded the maximum allowable 2.0%, up to 3.6%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Since the two stalls that the aisle serves are noted as being van accessible, revise striping layout to provide a minimum width of 96 inches for the access aisle.	502.2, 502.3 & 502.4
10	Accessible Parking Area APA#2 - Parking Space P2	Parking Space	The existing parking space was measured to be 100 inches wide. Asphalt pavement slopes exceeded the maximum allowable 2.0% and were measured to be as high as 3.1%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions.	502.2 & 502.4
11	Accessible Parking Area APA#2 - P1 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 80 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
12	Accessible Parking Area APA#2 - P2 Signage	Signage	The existing sign unit includes a van accessible sign and has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Parking Area APA#3 - Training Center Entrance					
13	Accessible Parking Area APA#3 - Parking Space P1	Parking Space	The existing parking space was measured to be 108 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
14	Accessible Parking Area APA#3 - Access Aisle A1	Access Aisle	There is currently no access aisle serving parking space P1.	Stripe a new access aisle adjacent to P1 with a minimum width of 60 inches if existing slopes are at or below 2.0% in all directions. If existing slopes are above 2.0%, remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions prior to striping.	502.2, 502.3 & 502.4
15	Accessible Parking Area APA#3 - Parking Space P2	Parking Space	The existing parking space was measured to be 110 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4

16	Accessible Parking Area APA#3 - Access Aisle A2	Access Aisle	The existing access aisle serving parking space P2 was measured to be 111 inches wide and the pavement slopes were measured to be at or less than 2.0%. This access aisle also serves as an aisle for the adjacent stairway leading from the Civic Center parking lot so it cannot be removed as part of a re-designed striping layout.	No action required.	502.2, 502.3 & 502.4
17	Accessible Parking Area APA#3 - P1 Signage	Signage	The existing sign unit has a clearance of 74 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
18	Accessible Parking Area APA#3 - P2 Signage	Signage	The existing sign unit has a clearance of 79 inches from the ground surface to the bottom of the lowest sign.	Add van accessible sign to existing sign unit while maintaining a minimum clearance of 60 inches from the top of ground surface to the bottom of the lowest sign.	502.6
Accessible Parking Area APA#4 - Rear Entrance					
19	Accessible Parking Area APA#4 - Parking Space P1	Parking Space	The existing parking space was measured to be 111 inches wide and the asphalt pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
20	Accessible Parking Area APA#4 - Access Aisle A2	Access Aisle	The existing access aisle serving parking space P1 was measured to be 92 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2, 502.3 & 502.4
21	Accessible Parking Area APA#4 - P1 Signage	Signage	The existing sign unit has a clearance of 78 inches from the ground surface to the bottom of the lowest sign.	No action required.	502.6
Accessible Routes					
22	Accessible Route AR#1 - from APA#1 to Main Police Department Entrance	Accessible Route	The concrete sidewalk path leading from the accessible parking area #1 contains cross-slopes measured to be over 2.0%, and up to 5.7%. Furthermore, there is no level landing provided in front of the entrance doors.	Remove the existing concrete sidewalk, re-grade and replace to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%. This may require constructing a new curb reveal and installing multiple curb ramps to provide access onto the new sidewalk path. Install level landing in front of entrance doors.	403.3
23	Accessible Route AR#2 - from APA#2 to CR#1	Accessible Route	The route within the asphalt pavement was found to have cross-slopes exceeding the maximum allowable 2.0%, measured up to 3.0%.	Replace a portion of the asphalt drive and re-grade to provide a maximum cross-slope within the accessible route of 2.0%.	403.3
24	Accessible Route AR#3 - from APA#3 to CR#1	Accessible Route	The route within the asphalt pavement was found to have isolated cross-slopes exceeding the maximum allowable 2.0%, measured up to 3.6%. There is no curb ramp within the concrete sidewalk directly across from APA#3.	Replace a portion of the asphalt drive and re-grade to provide a maximum cross-slope within the accessible route of 2.0%; or install new accessible curb ramp within concrete sidewalk directly across from APA#3.	403.3
25	Curb Ramp CR#1 - from APA#2 and APA#3	Curb Ramp	The concrete curb ramp within the concrete sidewalk in front of the Training Center entrance includes compliant running and cross-slopes and a level landing. However, the ramp's side flare has slopes exceeding 10.0%.	Replace curb ramp side flare to provide a maximum slope of 10.0%.	406.1 & 406.4
26	Accessible Route AR#4 - from CR#1 to Training Center Entrance	Accessible Route	The concrete sidewalk route leading from the curb ramp to the Training Center entrance has running slopes at or below 5.0% and cross-slopes at or below 2.0%. A level landing is also provided in front of the entrance doors.	No action required.	403.3
27	Accessible Route AR#5 - from CR#1 to Main Police Department Entrance	Accessible Route	The concrete sidewalk leading from CR#1 to the Main Police Department Entrance has cross-slopes exceeding 2.0%.	Remove the existing concrete sidewalk, re-grade and replace to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%.	403.3
28	Curb Ramp CR#2 - from APA#4 to AR#6	Curb Ramp	The parallel type curb ramp has side flares steeper than 8.3%.	Replace parallel curb ramp to provide a level landing at the bottom of the ramp and two side flares with a maximum running slope of 8.3%.	406.1 & 406.4
29	Accessible Route AR#6 - from CR#2 to Rear Entrance	Accessible Route	The concrete sidewalk leading to the rear building entrances was found to have running slopes below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
30	Accessible Route AR#7 - from Civic Center Parking Lot to CR#3	Accessible Route	The concrete sidewalk accessible route into the Police Department site leads from the Civic Center parking lot. There are portions of the sidewalk that have running slopes exceeding 5.0%. Additionally, portions of the route were measured to have cross-slopes exceeding the maximum allowable 2.0%, up to 2.9%.	Remove the existing concrete sidewalk, re-grade and replace to provide maximum running slopes of 5.0% and maximum cross-slopes of 2.0%. If a 5.0% running slope cannot be achieved, provide a ramp with a maximum running slope of 8.3%, level landings at the top and bottom of the ramp, and handrails along both sides of the sidewalk.	403.3

31	CR#3 - from AR#7	Curb Ramp	The concrete curb ramp has ADA compliant slopes. However, the concrete surface of the ramp has deteriorated, creating large openings and changes in level.	Replace concrete curb ramp to match existing compliant slopes. Replacing ramp will remove openings and changes in level.	406.1 & 406.4
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DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Police Department City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. POLICE DEPARTMENT
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET PD-1
PROJECT MANAGER: TJS	BID PLAN DATE:				



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Police Department	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/14/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$28,745.00
15% Contingency	\$4,311.75
TOTAL - ADA IMPROVEMENTS	\$33,056.75

GRAND TOTAL	\$33,056.75
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Police Department **JOB NO.** NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	1707	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$11,949.00
572	1688	S.F.	REMOVE, RE-GRADE AND REPLACE CONCRETE SIDEWALK	\$7.00	\$11,816.00
642	80	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$3.50	\$280.00
637	1	L.S.	STRIPING	\$500.00	\$500.00
635	2	EA.	RELOCATE EXISTING SIGN	\$300.00	\$600.00
504	3	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$3,600.00
TOTAL ADA					\$28,745.00
15% CONTINGENCY					\$4,311.75

TOTAL	\$33,056.75
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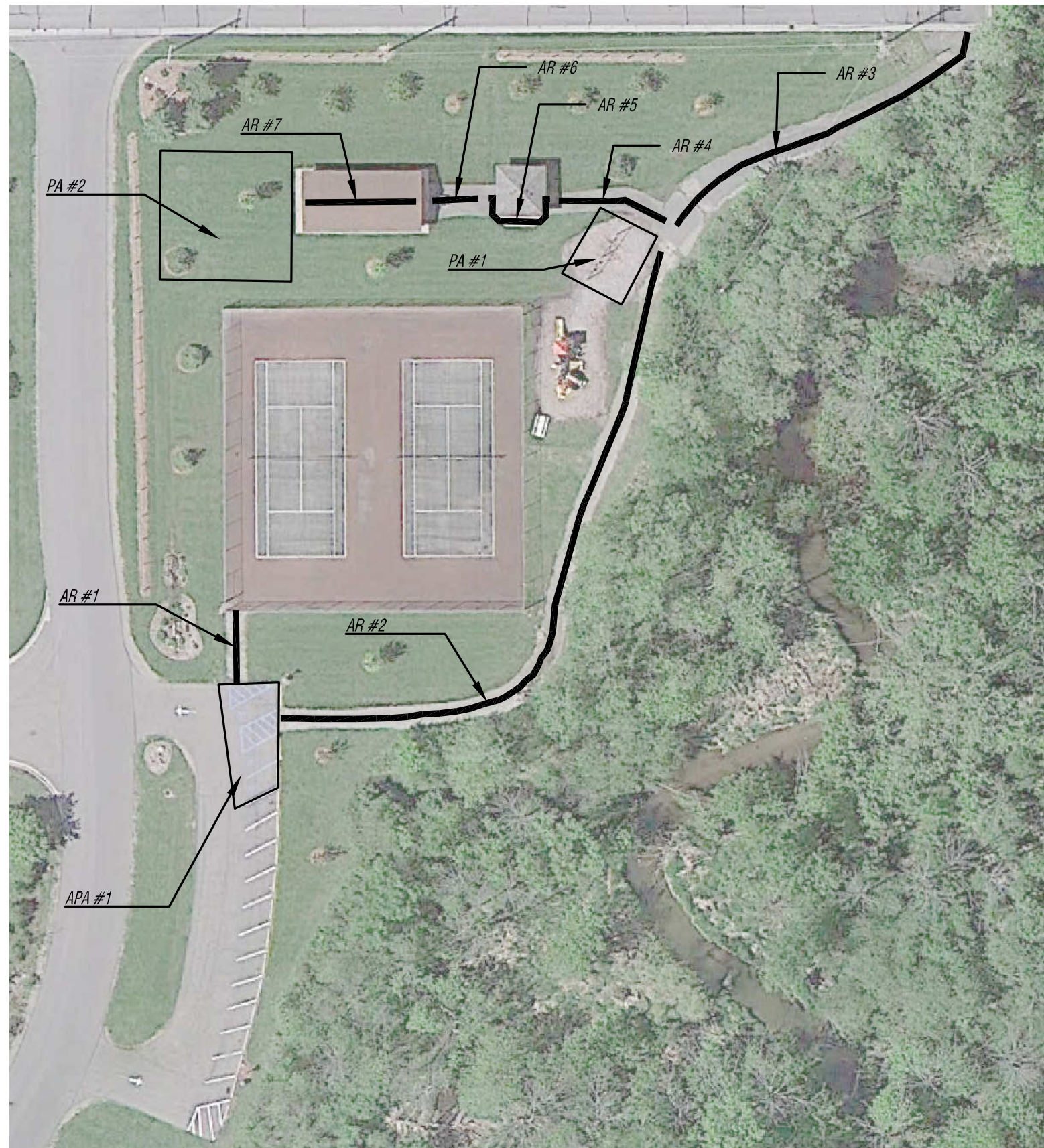
CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX R

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 15 total parking spaces identified at the time of survey, including three (3) accessible parking spaces, none of which were designated as van accessible. Based on this count, one (1) accessible parking space is required, which must be designated as van accessible.	Add van accessible sign to existing accessible parking space P1. See APA#1 notes below.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The existing parking space was measured to be 105 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking spaces P1 and P2 was measured to be 105 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - Parking Space P2	Parking Space	The existing parking space was measured to be 114 inches wide and the pavement slopes were measured to be at or less than 2.0%.	No action required.	502.2 & 502.4
6	Accessible Parking Area APA#1 - Parking Space P3	Parking Space	The existing parking space was measured to be 108 inches wide and the pavement slopes were measured to be at or less than 2.0%. No access aisle is provided for this parking space.	Re-stripe existing parking space P3 as a standard parking stall since there is no access aisle provided and the existing accessible parking count exceeds the required amount.	502.2 & 502.4
7	Accessible Parking Area APA#1 - P1 Signage	Signage	No sign is currently provided for parking space P1.	Install ADA sign unit including a van accessible sign at parking space P1 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
8	Accessible Parking Area APA#1 - P2 Signage	Signage	No sign is currently provided for parking space P2.	Install ADA sign unit including a van accessible sign at parking space P2 with a minimum clearance of 60 inches from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes					
9	Accessible Route AR#1 - from APA#1 to Tennis Courts	Accessible Route	The existing gravel path does not provide a smooth ADA compliant accessible path.	Install an asphalt pathway or concrete sidewalk path leading from APA#1 to the Tennis Courts with compliant accessible route slopes.	403.3
10	Accessible Route AR#2 - from APA#1 to AR#3	Accessible Route	The existing gravel path does not provide a smooth ADA compliant accessible path.	Install an asphalt pathway or concrete sidewalk path leading from APA#1 to the AR#3 with compliant accessible route slopes.	403.3
11	Accessible Route AR#3 - from AR#2 to Roethel Drive	Accessible Route	The existing deteriorated asphalt surface provides a rough surface that is non-compliant with ADA standards and slopes exceeding the maximum allowable. The end of the path that meets Roethel Drive contains a mountable curb that includes non-compliant slopes for an accessible route.	Re-surface the existing asphalt pathway to provide a compliant surface with compliant slopes and replace the mountable curb with slopes compliant with ADA standards where the pathway meets Roethel Drive.	403.3
12	Accessible Route AR#4 - from AR#3 to AR#5	Accessible Route	Portions of the asphalt pavement route contains running slopes measured up to 8% and cross-slopes measured up to 3.5%.	Re-grade the asphalt path to provide all running slopes at or below 5% and cross-slopes at or below 2%. If final slopes must exceed 5%, provide level landings at the top and bottom of the ramp, and provide compliant handrails on both sides of the path.	403.3
13	Accessible Route AR#5 - from AR#4 to AR#6	Accessible Route	The running slopes and cross-slopes of the concrete sidewalk at the bathroom structure are compliant with ADA standards. However, some cracks within the concrete are creating minor openings within the surface.	Seal all open cracks and joints.	403.3
14	Accessible Route AR#6 - from AR#5 to AR#7	Accessible Route	The asphalt pavement path has running slopes at or below 5.0% and cross-slopes at or below 2.0%.	No action required.	403.3
15	Accessible Route AR#7 - from AR#6 to PA#2	Accessible Route	The concrete pavement underneath the canopy is level with slopes at or below 2.0% in all directions. However, there longitudinal joint running down the center of the pavement contains a slight lip which leads to a non-compliant change in level.	Diamond grind the existing lip at the joint or use concrete leveling techniques to provide a smooth surface while maintaining compliant slopes.	403.3

	Play Areas				
16	Play Area PA#1	Play Area	Play area surface is comprised of woodchips and is level with surrounding surfaces with no borders, providing an accessible route into the area.	No action required.	1008.1
17	Play Area PA#2	Play Area	Play area surface is comprised of woodchips and is surrounded by a plastic border. A 4' wide concrete ramp is provided leading from the concrete canopy area to the play area, but has running slopes exceeding 8.3% and side flares that are too steep.	Remove existing ramp and install new ramp with ADA compliant slopes to maintain an accessible route into the play area.	1008.1



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Rotary Park City of Novi ADA Compliance Transition Plan		JOB No. NV13006	DRAWING No. ROTARY PARK
CHECKED BY: TJS	DATE: 06/24/13				SCALE: NONE	SHEET RP-1
PROJECT MANAGER: TJS	BID PLAN DATE:					



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Rotary Park	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/17/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$38,989.00
15% Contingency	\$5,848.35
TOTAL - ADA IMPROVEMENTS	\$44,837.35

GRAND TOTAL	\$44,837.35
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Rotary Park JOB NO. NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
573	2657	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PATHWAY	\$7.00	\$18,599.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
634	2	EA.	INSTALL SIGN	\$350.00	\$700.00
504	1	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$1,200.00
651	3066	S.F.	INSTALL ASPHALT PATHWAY	\$5.00	\$15,330.00
646	1	L.S.	SEAL CRACKS AND JOINTS	\$1,000.00	\$1,000.00
640	191	S.F.	GRIND, LEVEL, OR SEAL SIDEWALK TO PROVIDE FLUSH SURFACE	\$10.00	\$1,910.00
TOTAL ADA					\$38,989.00
15% CONTINGENCY					\$5,848.35

TOTAL	\$44,837.35
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CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX S

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking	Quantity	There were 6 total parking spaces identified at the time of survey, including one (1) accessible parking space which was not designated as van accessible. Based on this count, one (1) accessible parking space is required, which must be designated as van accessible.	Add van accessible sign to existing sign post for existing accessible parking space P1. See APA#1 notes below.	208.2
2	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Parking Area APA#1					
3	Accessible Parking Area APA#1 - Parking Space P1	Parking Space	The single designated parking space was measured to be 114 inches wide. Portions of the stall has slopes exceeding the maximum allowable 2.0%, measured up to 2.9%. There is no painted symbol of accessibility painted on the pavement.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Re-stripe to provide a compliant layout along with a painted symbol of accessibility on the asphalt pavement.	502.2 & 502.4
4	Accessible Parking Area APA#1 - Access Aisle A1	Access Aisle	The existing access aisle serving parking space P1 was measured to be 96 inches wide. However, the aisle's slopes exceed the maximum allowable 2.0% and were measured up to 2.5%.	Remove the existing asphalt pavement, re-grade and replace to provide maximum slopes of 2.0% in all directions. Re-stripe to match existing.	502.2, 502.3 & 502.4
5	Accessible Parking Area APA#1 - P1 Signage	Signage	The existing sign has a clearance of 92 inches from the ground surface to the bottom of the lowest sign. There is no sign designating the space as van accessible.	Add van accessible sign to existing post and maintain a minimum of 60 inches of clearance from the ground surface to the bottom of the lowest sign.	502.6
Accessible Routes					
6	Accessible Route AR#1 - Gravel Path Around Park	Accessible Route	The existing gravel path does not provide a smooth ADA compliant accessible path.	Install an asphalt pathway or concrete sidewalk path with compliant accessible route slopes.	403.3



Spalding DeDecker
Associates, Inc.



DRAWN BY: PJK	DATE: 06/24/13
CHECKED BY: TJS	DATE: 06/24/13
PROJECT MANAGER: TJS	BID PLAN DATE:

SPALDING DeDECKER ASSOCIATES, INC.
ENGINEERS SURVEYORS
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ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404
www.sda-eng.com

Village Wood Lake Park
City of Novi
ADA Compliance Transition Plan

JOB No. NV13006	DRAWING No. VILLAGE WOOD LAKE
SCALE: NONE	SHEET VWLP-1



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Village Wood Lake Park	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/17/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$43,260.00
15% Contingency	\$6,489.00
TOTAL - ADA IMPROVEMENTS	\$49,749.00

GRAND TOTAL	\$49,749.00
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Village Wood Lake Park JOB NO. NV13006

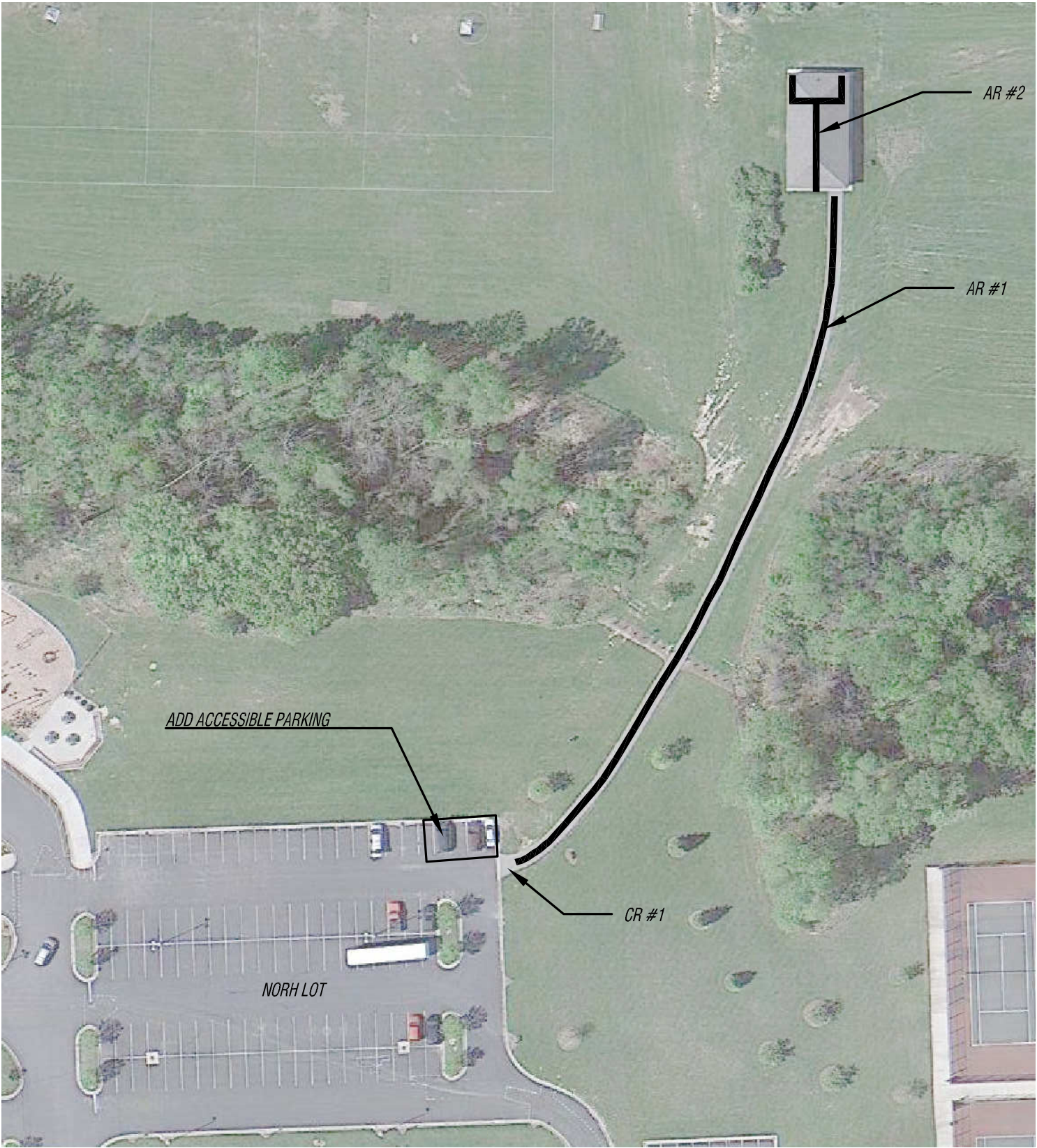
ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	585	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$15.00	\$8,775.00
637	1	L.S.	STRIPING	\$250.00	\$250.00
641	1	EA.	ATTACH VAN ACCESSIBLE SIGN TO EXISTING	\$100.00	\$100.00
651	6827	S.F.	INSTALL ASPHALT PATHWAY	\$5.00	\$34,135.00
TOTAL ADA					\$43,260.00
15% CONTINGENCY					\$6,489.00
TOTAL					\$49,749.00

CITY OF NOVI
ADA COMPLIANCE TRANSITION PLAN
CITY-OWNED FACILITIES



APPENDIX T

Item #	Location	Element	Notes	Solution	2010 ADA Standards
Accessible Parking					
1	Accessible Parking - North Bathroom Structure Lot	Quantity	There are two separate areas in regards to parking at various areas of the park. The main asphalt pathway to the park's bathroom structure is connected to the Novi Middle School's eastern parking lot directly north of the school building. While this lot is technically part of the school's property, accessible parking is still required within the lot for the park's pathway. The lot has a total of 108 parking stalls with none currently designated as being accessible. Based on this count, the lot is required to have five (5) accessible parking spaces, one (1) of which must be designated as van accessible.	Re-stripe the lot to add five accessible stalls (96 inch minimum width), two standard access aisles (60 inch minimum width), one van accessible access aisle (96 inch minimum width), and five sign units including one van accessible sign to the northeast corner of the parking lot if existing slopes are at or below 2.0% in all directions. If slopes are greater than 2.0%, re-grade the asphalt pavement to provide compliant slopes. This proposed parking area would be known as APA#1.	208.2
2	Accessible Parking - South Soccer Lot	Quantity	The second parking area is directly west of the south soccer field area. This parking area is also technically part of the school's property, but accessible parking is also required here as well. The portion of the lot directly adjacent to the soccer fields has 20 parking stalls, none of which are currently designated as accessible. Based on this count, the lot is required to have one (1) accessible space and it must be noted as being van accessible.	Re-stripe the lot to add one accessible stall (96 inch minimum width), one van accessible access aisle (96 inch minimum width), and one van accessible sign unit to the parking lot if existing slopes are at or below 2.0% in all directions. If slopes are greater than 2.0%, re-grade the asphalt pavement to provide compliant slopes. This proposed parking area would be known as APA#2. An accessible curb ramp also needs to be installed within the existing concrete sidewalk to provide an accessible route from the APA#2 to the soccer fields.	208.2
3	General	Site Accessibility	See site plan for locations of accessible parking areas and accessible routes.		
Accessible Routes					
4	Curb Ramp CR#1	Curb Ramp	The existing concrete curb and gutter has been previously sawcut to provide an opening for the existing asphalt curb ramp. The sawcut at the curb has left a change in level of one inch along the curb. The running slopes and cross-slopes of the asphalt curb ramp are within compliance. However, no level landing was provided at the top of the ramp.	Replace existing concrete curb and gutter to provide a smooth transition free of changes in level. This may require re-grading of the ramp to provide flush surface at joint between materials. Install level landing at top of curb ramp.	406.1 & 406.4
5	Accessible Route AR#1 - from CR#1 to AR#2	Accessible Route	Portions of the asphalt pathway were found to have cross-slopes exceeding 2.0%, measured up to 3.6%. Other portions of the asphalt pathway were measured to have running slopes exceeding 5.0%, measured up to 6.8%.	Replace portions of the asphalt pathway to provide a maximum running slope of 5.0% and a maximum cross-slope of 2.0%.	403.3
6	Accessible Route AR#2 - from AR#1	Accessible Route	The concrete pavement underneath the canopy is level with slopes at or below 2.0% in all directions. However, cracked and heaving concrete flags at the northeast and northwest corners of the concrete pad at the two bathrooms entrances are creating significant changes in level.	Replace the concrete flags at the northeast and northwest corners near the bathrooms entrances to provide smooth surfaces free of lips and changes in level.	403.3



DRAWN BY: PJK	DATE: 06/24/13	SPALDING DeDECKER ASSOCIATES, INC. ENGINEERS SURVEYORS 905 SOUTH BLVD. EAST PHONE: (248) 844-5400 ROCHESTER HILLS, MI 48307 FAX: (248) 844-5404 www.sda-eng.com	Wildlife Woods Park - North City of Novi ADA Compliance Transition Plan	JOB No. NV13006	DRAWING No. WILDLIFE WOODS
CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET
PROJECT MANAGER: TJS	BID PLAN DATE:				WWP-1



Spalding DeDecker
Associates, Inc.



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CHECKED BY: TJS	DATE: 06/24/13			SCALE: NONE	SHEET
PROJECT MANAGER: TJS	BID PLAN DATE:				WWP-2



SPALDING DeDECKER ASSOCIATES, INC.

905 South Boulevard East • Rochester Hills • Michigan 48307 • Tel 248 844 5400 • Fax 248 844 5404

COST OPINION

PROJECT DESCRIPTION	ADA Compliance - Wildlife Woods Park	JOB NO.	NV13006
PREPARED BY	JRE	REVIEWED BY	TJS
		DATE	02/17/14

SUMMARY

ADA IMPROVEMENTS

ADA Improvements	\$38,522.00
15% Contingency	\$5,778.30
TOTAL - ADA IMPROVEMENTS	\$44,300.30

GRAND TOTAL	\$44,300.30
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NOTE: The engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractors method of determining prices, or over competitive bidding or market conditions. His opinions of probable project costs and construction costs provided for herein are to be made on the basis of his experience and qualifications and represent his best judgement as an experienced and qualified engineer familiar with the construction industry. But, the engineer cannot and does not guarantee that proposals bids or actual project or construction costs will not vary from opinions of probable costs prepared by him.

SPALDING DeDECKER ASSOCIATES, INC.
905 SOUTH BOULEVARD EAST,
ROCHESTER HILLS, MICHIGAN 48307
(248) 844-5400

COST OPINION - ADA IMPROVEMENTS

PROJECT NAME: ADA Compliance - Wildlife Woods Park **JOB NO.** NV13006

ADA					
ITEM CODE	PLAN QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	ITEM PRICE
571	2691	S.F.	REMOVE, RE-GRADE AND REPLACE ASPHALT PAVEMENT	\$7.00	\$18,837.00
642	300	S.F.	INTERMITTENT CONC. SIDEWALK REPAIR AND/OR LEVELING	\$5.00	\$1,500.00
643	2657	S.F.	INTERMITTENT ASPHALT PATHWAY REPAIR AND/OR LEVELING	\$5.00	\$13,285.00
637	1	L.S.	STRIPING	\$400.00	\$400.00
634	6	EA.	INSTALL SIGN	\$350.00	\$2,100.00
504	2	EA.	ADA SIDEWALK RAMP	\$1,200.00	\$2,400.00
TOTAL ADA					\$38,522.00
15% CONTINGENCY					\$5,778.30
TOTAL					\$44,300.30