

VILLAGE OF MENANDS

ADA PUBLIC STREETS AND SIDEWALKS PLAN



March 2025



Contents

1.0	Introduction	1
1.1	Overview.....	1
1.2	Mandate – Americans with Disabilities Act	1
1.3	Transition Plan.....	1
1.4	PROWAG.....	2
1.5	Public ROW and Jurisdiction.....	2
1.6	Installation of Conforming Facilities During Roadway Alteration Projects	3
1.7	Identified Obstacles in the Public Right-of-Way	4
2.0	Detailed Evaluation	4
2.1	Inventory	4
2.2	Sidewalks.....	5
2.3	Curb Ramps	7
2.4	Pedestrian Signals	9
2.5	Pedestrian Crossings	10
2.6	Transit Stops.....	11
3.0	Methods to Removing Barriers – Policies and Priorities	16
3.1	Location Priority.....	16
3.2	Public Complaint Process	20
3.3	New Construction and Alterations.....	20
3.4	Cost and Schedule	21
4.0	Monitoring and Updates	22
4.1	Transition Plan Management	22
4.2	Coordination with Public Improvements and Capital Expansion	22
5.0	Public Input.....	22
5.2	Comments Received	23

List of Tables and Figures

Table 1: Responsible Entity for Maintenance of Pedestrian Facilities.....	3
Table 2: Characteristics of Accessibility Condition for Sidewalks.....	5
Table 3: Block Level Sidewalk Score Results.....	6
Table 4: Block Level Sidewalk Barrier Characteristics	6
Table 5: Curb Ramp Conditions	8

Table 6: Curb Ramp Barriers.....	8
Table 7: DWS Barriers	8
Table 8: Curb Ramp Inventory Characteristics	9
Table 9: DWS Inventory Characteristics	9
Table 10 Pedestrian Signal Conditions	10
Table 11: Pedestrian Crossing Conditions	10
Table 10: Crosswalk Conditions.....	11
Table 11: Transit Stop Conditions	11
Figure 1: Sidewalk ADA Assessment	12
Figure 2: Curb Ramp ADA Assessment.....	13
Figure 3: ADA Crossing Assessment.....	14
Figure 4: ADA Transit Stop Assessment	15
Figure 5: ADA prioritization Map by Existing Condition	18
Figure 6: General ADA prioritization Map	19

List of Appendices:

Appendix A: Evaluation Criteria
Appendix B: Maps
Appendix C: Cost Estimates
Appendix D: Work Plan and Data Inventory
Appendix E: ADA Policy Statement
Appendix F: Grievance Procedure
Appendix G: ADA Coordinator Contact Information
Appendix H: Public Comment
Appendix I: Sidewalk Repair Study

1.0 INTRODUCTION

1.1 OVERVIEW

The purpose of this ADA Self-Analysis and Transition Plan is to ensure that the Village of Menands pedestrian infrastructure in the public right-of-way is accessible for everyone, including people with disabilities. Federal standards for pedestrian facilities in the public right of way proposed in 2011 were finalized and became effective in September 2023, were adopted by the US Department of Transportation in December 2024, and will be fully enforceable once adopted by the US Department of Justice. Menands has made a significant and long-term commitment to improving the accessibility of pedestrian facilities in the public right-of-way.

The Village of Menands has identified and evaluated all pedestrian infrastructure in the public right-of-way including curb ramps, sidewalks, crosswalks, pedestrian signals, and pedestrian accessible transit stops.

This document was funded by the Capital Region Transportation Council (Transportation Council), in part through a grant from the Federal Highway Administration, U.S. Department of Transportation. It is limited to pedestrian transportation facilities in the public right of way as well as shared use paths with a transportation function, and does not include any other programs, services, or activities such as buildings, parks, playgrounds, recreational trails, websites, or meeting locations. The views and opinions expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

1.2 MANDATE – AMERICANS WITH DISABILITIES ACT

The federal legislation, known as the Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

1.3 TRANSITION PLAN

Title II of the ADA specifically applies to “public entities” (state and local governments) and the programs, services, and activities they deliver. Title II regulations require that each public agency develop a Transition Plan (also referred to as “Plan”) to bring any non-compliant programs, services, and activities into compliance.

The Plan shall, at a minimum:

- Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- Describe in detail the methods that will be used to make the facilities accessible;
- Specify the schedule for taking the steps necessary to achieve compliance with Title II and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period;
- Indicate the official responsible for implementation of the plan.

Transition plans provide a method for a public entity to schedule and implement ADA required improvements to existing facilities. Before a transition plan can be developed, an inventory of the existing facilities must be developed.

Because the ADA is a civil rights law, the federal enforcement entity for the ADA is the Civil Rights Division of the US Department of Justice (DOJ). The DOJ enforces ADA through various means: establishing standards for meeting the requirements of the ADA; coordinating enforcement activities of other federal agencies; and, as necessary, taking legal action to require compliance with ADA by state and local governments.

The Access Board is a federal agency that promotes equality for people with disabilities through leadership in accessible design and the development of accessibility guidelines and standards. As a coordinating body, the scope of their recommendations and guidance includes but is not limited to public rights of way, public buildings, and medical facilities.

1.4 PROWAG

The United State Access Board issued its final rule for accessibility guidelines for pedestrian facilities in public rights-of-way in September 2023. Not yet formally adopted by the US Department of Justice, the Public Rights of Way Accessibility Guidelines (PROWAG) were adopted by the US Department of Transportation in December 2024. They were utilized in evaluating pedestrian facilities in the preparation of this plan.

The PROWAG provide design guidance for a wide variety of facilities in the public right of way, including curb ramps, sidewalks, street crossings, transit stops, and signage. Many of the guidelines are particularly sensitive to people who use a wheelchair or have low vision, though the guidance is intended to eliminate all access barriers for people who have a disability.

1.5 PUBLIC ROW AND JURISDICTION

Defining jurisdictional boundaries or ownership of facilities within the public ROW and identifying the responsible entity is central to the successful implementation of the ADA Transition Plan. Three jurisdictional entities were identified in preparing this plan including the Village of Menands, Albany County, and the State of New York.

Although three jurisdictional entities possess rights-of-way within the Village of Menands, the legal responsibility of maintaining and improving non-conforming or deficient facilities does not necessarily fall to the owner of the right-of-way.

According to New York State Highway Law (Chapter 25, Article 3, §46), the State of New York may install sidewalks. However, notwithstanding an agreement to the contrary, once installed, the Village of Menands is obligated to maintain those sidewalks. Similarly, the Village of Menands must maintain sidewalks along county roadways (Chapter 25, Article 6, § 131) unless there is an agreement to the contrary.

The following table (Table 1) identifies the entity responsible for the maintenance and improvement of pedestrian facilities within the Village of Menands. This table is representative only of jurisdictional entities at the Village of Menands, Albany County, or State level.

TABLE 1: RESPONSIBLE ENTITY FOR MAINTENANCE OF PEDESTRIAN FACILITIES

FACILITY TYPE	Village of Menands Right of Way	County Right of Way	New York State Right of Way
SIDEWALKS	Village of Menands	Village of Menands	Village of Menands
CURB RAMPS	Village of Menands	Village of Menands	Village of Menands
CROSSWALKS	Village of Menands	County	New York State
PEDESTRIAN CROSSING SIGNALS	Village of Menands	County	New York State

1.6 INSTALLATION OF CONFORMING FACILITIES DURING ROADWAY ALTERATION PROJECTS

In accordance with the *Department of Justice(DOJ)/Department of Transportation (DOT) Joint Technical Assistance on the Title II of Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing* (<https://archive.ada.gov/doj-fhwa-ta.htm>) – when pedestrian walkways intersect a curb, and the adjacent roadway is being altered including by resurfacing, the entity facilitating the roadway alteration is also responsible for the provision of an accessible curb ramp. The same principle exists if an entity is undertaking a roadway alteration project that requires the removal of other pedestrian facilities, such as sidewalks. If the facility is removed, it

must be reinstalled and conform to the most current accessibility standards. The DOJ document referenced above provides guidance on the definition of a roadway alteration and include: “reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.”

1.7 IDENTIFIED OBSTACLES IN THE PUBLIC RIGHT-OF-WAY

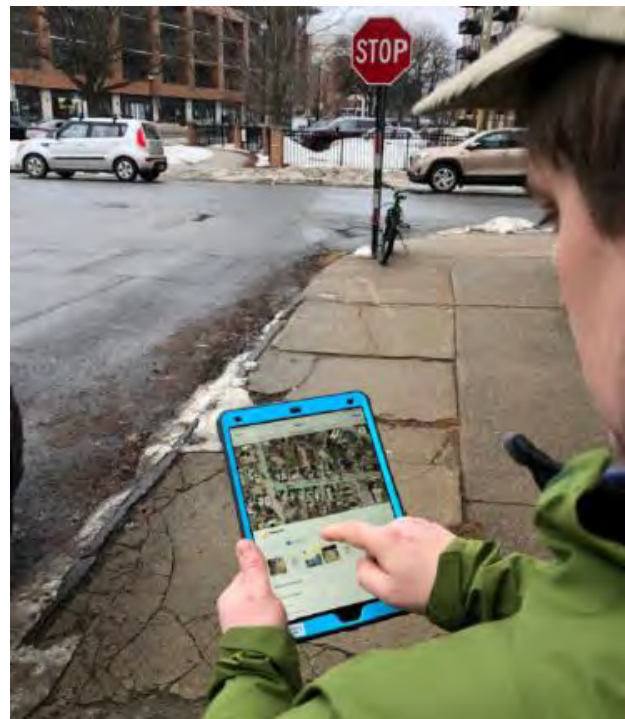
The Village of Menands has conducted a detailed evaluation of obstacles to pedestrian infrastructure along all public right-of-way within the Village. The methodology and criteria are outlined in Appendix A. Sidewalks were evaluated for continuity, missing panels, heaving panels, physical obstructions, and minimum width. Curb ramps, crosswalks, transit stops and pedestrian signals were evaluated against key PROWAG criteria. The results of the evaluation are presented in the following section(s).

2.0 DETAILED EVALUATION

2.1 INVENTORY

An inventory and assessment of all pedestrian facilities located in the Village of Menands on local, county, and state roads was completed by consultants provided by the Capital Region Transportation Council.

Initially, a sidewalk inventory (including related pedestrian features and transit stops) was provided by the Transportation Council and this information was updated based on a review of the most current aerial photography and *Google Street View*. This information was used as a base map for additional data collection and condition assessment. New sidewalks may have been constructed during or shortly before the completion of this document. Over time, changes to the pedestrian infrastructure should be incorporated into the inventory and monitored for continued compliance.



Field data collection was accomplished on a mobile device (a Tablet, iPad, Trimble, or mobile phone) and the ESRI applications *ArcGIS Field Maps* and *Survey 123*. The consultant’s staff were trained in the evaluation and scoring of pedestrian features for

compliance and subsequently completed the inventory and collected photographs and other important site-specific information.

Pedestrian features evaluated included sidewalks, transit stops, and key intersection features including curb ramps, pedestrian signals, and crosswalks. Evaluation criteria focused on compliance with key elements adapted from the PROWAG. The evaluation methods are included in Appendix A.

To complete the detailed evaluation, an accessibility condition rating for each of the identified facilities was determined. The Village of Menands used the following ratings and definitions to assess the condition of each sidewalk facility on local, county, and state rights-of-way.

TABLE 2: CHARACTERISTICS OF ACCESSIBILITY CONDITION FOR SIDEWALKS

	CHARACTERISTICS	EXAMPLE
1. FULLY ACCESSIBLE	Designed to Meet Current Standards	Newly Installed Facility
2. MOSTLY ACCESSIBLE	- Provides Access - Not Fully Compliant	- Curb Ramps <i>Without</i> Detectable Warnings - Limited Minor Defects
3. PARTIALLY ACCESSIBLE	Limited Accessibility	Several Minor Defects
4. NOT ACCESSIBLE	- Significant Discontinuity - Inaccessible	- No Curb Ramps - Steps - Significant Heaving

Note: Additional information on evaluation criteria, including example imagery of sidewalk conditions, can be found in Appendix A.

To evaluate the accessibility of more complex multi-part features like curb ramps, crosswalks, and transit stops a rating matrix was used. Depending on the severity and number of deficiencies at any one of these features, they were assigned a pass/fail rating.

2.2 SIDEWALKS

The Village of Menands has a total of 8.71 miles of sidewalks that have been assessed for compliance with PROWAG. Sidewalks are assessed for missing panels, heaving panels, obstructions, and panel sidewalk width. Sidewalks are rated at the segment level. Typically, one sidewalk segment equates to one block unless external circumstances – such as a driveway for a significant commercial activity like a grocery store – causes a significant break in the sidewalk on that block. Approximately 0.6 percent of segments in the Village

are rated Fully Accessible, the least common rating and about 2 percent of segments are rated not accessible. Approximately 50 percent of segments in the Village are rated Mostly Accessible. In total, approximately 49 percent of all segments have a rating that requires repair or improvement (Partially Accessible or Not Accessible).

It should be noted that because field evaluation ratings are conducted at the segment level, short segments are less likely to have conditions that would impact their rating while the opposite is true for long blocks. Knowing this, the Village should use this evaluation as a tool to identify segments that have barriers that must be remedied and focus remediation efforts on specific barriers rather than entire block segments.

TABLE 3: BLOCK LEVEL SIDEWALK SCORE RESULTS

ACCESSIBILITY RATING	PERCENTAGE (%) OF TOTAL MILES	LENGTH (MILES)	NUMBER OF SEGMENTS	PERCENTAGE (%) OF SEGMENTS
FULLY ACCESSIBLE	0.6%	0.05	2	1.4%
MOSTLY ACCESSIBLE	50.3%	4.38	82	59.0%
PARTIALLY ACCESSIBLE	47.1%	4.11	50	36.0%
NOT ACCESSIBLE	2.0%	0.18	5	3.6%
GRAND TOTAL	100%	8.71	139	100%

The most common condition that creates barriers to accessibility are obstructions and heaving panels, which were present on approximately 15 and 28 percent of all block segments assessed, respectively. The presence of heaving panels may not result in a Not Accessible or Partially Accessible rating depending on the severity and frequency of heaving. Sidewalk segments rated Mostly Accessible should be monitored to ensure these segments remain accessible and conditions do not worsen over time.

A detailed table depicting the Village's inventory of sidewalks is included in Appendix D.

TABLE 4: BLOCK LEVEL SIDEWALK BARRIER CHARACTERISTICS

BARRIER CHARACTERISTIC	NUMBER OF BLOCKS WITH BARRIER	PERCENT (%) OF ALL BLOCKS
Missing Panel	5	3.6%
Heaving Panel	39	27.9%
Obstruction	21	15%
Too Narrow	3	2.1%

2.3 CURB RAMPS

All intersections where sidewalks intersect roadways were observed for the presence of curb ramps, whether the curb ramp was flush with the roadway and whether a detectable warning strip (DWS) was present. 186 intersection access points were evaluated to assess their condition and accessibility.

74.7 percent of the observed curb ramps have a condition that may impact their accessibility, almost all of which are related to detectable warning surfaces. Detectable warning strips (DWS) are used to indicate to the visually impaired that they have reached an intersection with a roadway. The absence of DWS was a contributing factor to accessibility barriers in 64.8 percent of all curb ramps. The most common conditions identified with DWS that may impact accessibility are deterioration or damage of the DWS followed by insufficient contrast of the DWS with the sidewalk. Finally, one curb ramp was not flush with the asphalt where it meets the road, which can create problems for people with mobility issues.

The PROWAG determine a minimum contrast of a light-on-dark or a dark-on-light to be considered accessible. While a DWS that is similar in color but contrasts in shade is compliant, it should be taken into consideration the color surfaces that are easiest for the vision impaired to use when crossing the street.

Notably, in two locations within the Village, the sidewalk network meets a railroad crossing. The PROWAG determine that at pedestrian at-grade rail crossings not located within a street, detectable warning surfaces shall be located on each side of the rail crossing. The data included in this transition plan captures the need to place DWS at these locations. It is not within the scope of this plan to address a pedestrian rail crossing at these locations due to the property ownership being with the railway and not in the control of the Village. The Village should work with Delaware and Hudson, the owner of the railway in that section of land, to improve pedestrian access at these intersections and ensure that the sidewalk network and facilities are made accessible surrounding the railroad.

TABLE 5: CURB RAMP CONDITIONS

TYPE OF BARRIER	COUNT	PERCENTAGE
No Curb Ramp Present	24	12.9%
Curb Ramps without Barriers	41	25.3% (of those with curb ramps)
Curb Ramps with Barriers*	121	74.7% (of those with curb ramps)
DWS with Barriers*	15	18.5% (of those with DWS)

*Curb ramps and DWS strips may have multiple barriers

TABLE 6: CURB RAMP BARRIERS

CURB RAMP BARRIERS	COUNT	PERCENTAGE OF THOSE WITH CURB RAMPS
Not Flush with Asphalt	1	0.6%
Inadequate Width	0	0.0%
DWS Absent	105	64.8%
DWS with Barriers*	15	18.5% (of those with DWS)

*Curb ramps and DWS strips may have multiple barriers

TABLE 7: DWS BARRIERS

DETECTABLE WARNING STRIP BARRIERS	COUNT	PERCENTAGE OF THOSE WITH DWS
Insufficient Width	0	0.0%
Insufficient Depth	0	0.0%
Insufficient Contrast	11	13.6%
Deterioration/Damage	13	16.0%

In addition to conditions that may create barriers to accessibility, curb ramps and DWS were inventoried for characteristics that may assist the Village in determining repair costs,

replacement methods, and standard practices. All of the Village's curb ramps serve one direction of travel and all of the Village's DWS are truncated domes.

TABLE 8: CURB RAMP INVENTORY CHARACTERISTICS

CURB RAMP CHARACTERISTIC	COUNT	PERCENTAGE OF CURB RAMPS
Ramp Serves One Direction of Travel	81	100%
Ramp Serves Two Directions of Travel	0	0%

TABLE 9: DWS INVENTORY CHARACTERISTICS

DWS INVENTORY CHARACTERISTICS	COUNT	PERCENTAGE OF DWS
DWS Truncated Domes	81	100%
DWS Pavement Grooves	0	0%

2.4 PEDESTRIAN SIGNALS

Pedestrian signals let motorists know that pedestrians have the right of way, and let pedestrians know when it is their turn to cross a roadway. These signals were evaluated for the presence of a push button to request the crossing phase and/or crossing information, the crossing signal method (audio, visual, or both), and wheelchair accessibility (height and distance of the push button from the access route). The most common condition that may create barriers for pedestrian signal accessibility is that most signals have only audio or visual cues indicating safe times to cross. Two signals, or 7.1 percent of the Village's pedestrian signals are visual or audible only, with both being audio only signals. One of these audio only signals is also not wheelchair accessible. They both fall along State Routes and are therefore features under NYS Department of Transportation (DOT) jurisdiction and maintenance. These two facilities will not be considered in the cost estimates of this report.

Accessible pedestrian signals (APS) are defined in PROWAG as integrated devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision. It is recommended that the Village adopt an APS policy to guide implementation of new APS as well as upgrades of existing traffic signals with or without pedestrian signals to include APS installation.

TABLE 10 PEDESTRIAN SIGNAL CONDITIONS

Type of Barrier	Count	Percentage of Pedestrian Signals
Visual or Audible Only	2	7.1% (of push button locations)
Visual Only	0	0% (of push button locations)
Audible Only	2	7.1% (of push button locations)
Both	26	92.9% (of push button locations)
Not Wheelchair Accessible	1	3.6% (of push button locations)

2.5 PEDESTRIAN CROSSINGS

Where sidewalks exist, intersections were observed for the presence of a pedestrian access route across the roadway, the condition of the access route, and the condition of marked crossings. All roads and intersections were observed for the presence of a pedestrian access route at both ends of the crossing, the condition of the crossing, whether there is a designated crosswalk, and the condition of the crosswalk. About 93.5 percent of the crosswalks evaluated have a complete access route. Fair or poor route condition was a common barrier for crossings with a complete access route. The most common conditions are caused by potholes or significant cracking in the roadway where the pedestrian crossing exists. Of the inaccessible crosswalks identified, two fall along a State Route and are therefore a feature under NYS DOT jurisdiction and maintenance. These two facilities will not be included in the cost estimates of this report. Additionally, poor condition of crossing markings was identified at 5.9 percent of all marked crossings. While crosswalk markings are not required under PROWAG, the Manual on Uniform Traffic Control Devices (MUTCD) requires solid white lines on crossings that are marked. Marked crossings that contrast with the roadway may also provide a visual indicator of the pedestrian right of way for the visually impaired.

TABLE 11: PEDESTRIAN CROSSING CONDITIONS

Type of Barrier	Count	Percentage
Incomplete Access Route	6	6.5%
Fair or Poor Route Condition	6	6.9%(of those with complete access routes)
Cracks/potholes	6	100%(of those with poor route condition)
Improper Cross-slope	0	0%(of those with poor route condition)

Other	0	0%(of those with poor route condition)
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Note: curb cuts and crosswalks are evaluated separately. There is no relationship between the number of crossings and curb cuts evaluated due to variability of curb cut presence at crossings.

TABLE 10: CROSSWALK CONDITIONS

Condition	Count	Percentage
Fair or Poor Crosswalk Condition	2	5.9% (of those with marked crossings)

2.6 TRANSIT STOPS

The Capital District Transportation Authority (CDTA) provides transit service to the Village. 31 transit stops were assessed for accessibility. Transit stops within 50ft of sidewalks were assessed for their connectivity to existing sidewalks and the conditions of their boarding and alighting area. A boarding and alighting area is defined in PROWAG as a level and stable surface for boarding vehicles. 3.2% of all stops have boarding and alighting areas with a condition that may create barriers to accessibility. The most common conditions are non-accessible surface materials, and insufficient depth of the boarding and alighting areas.

TABLE 11: TRANSIT STOP CONDITIONS

Type of Barrier	Count	Percentage of all Stops
Not Connected to Sidewalk Network	5	16.1%
Boarding and Alighting Areas with Barrier*	1	3.2%
Insufficient Width	1	3.2%
Insufficient Depth	4	12.9%
Non-Accessible Surface Material**	12	38.7%
Obstructed Access Route	1	3.2%

**Note: Boarding and Alighting Areas may have multiple barriers identified*

***Note: Grass or dirt surface*

FIGURE 1: SIDEWALK ADA ASSESSMENT

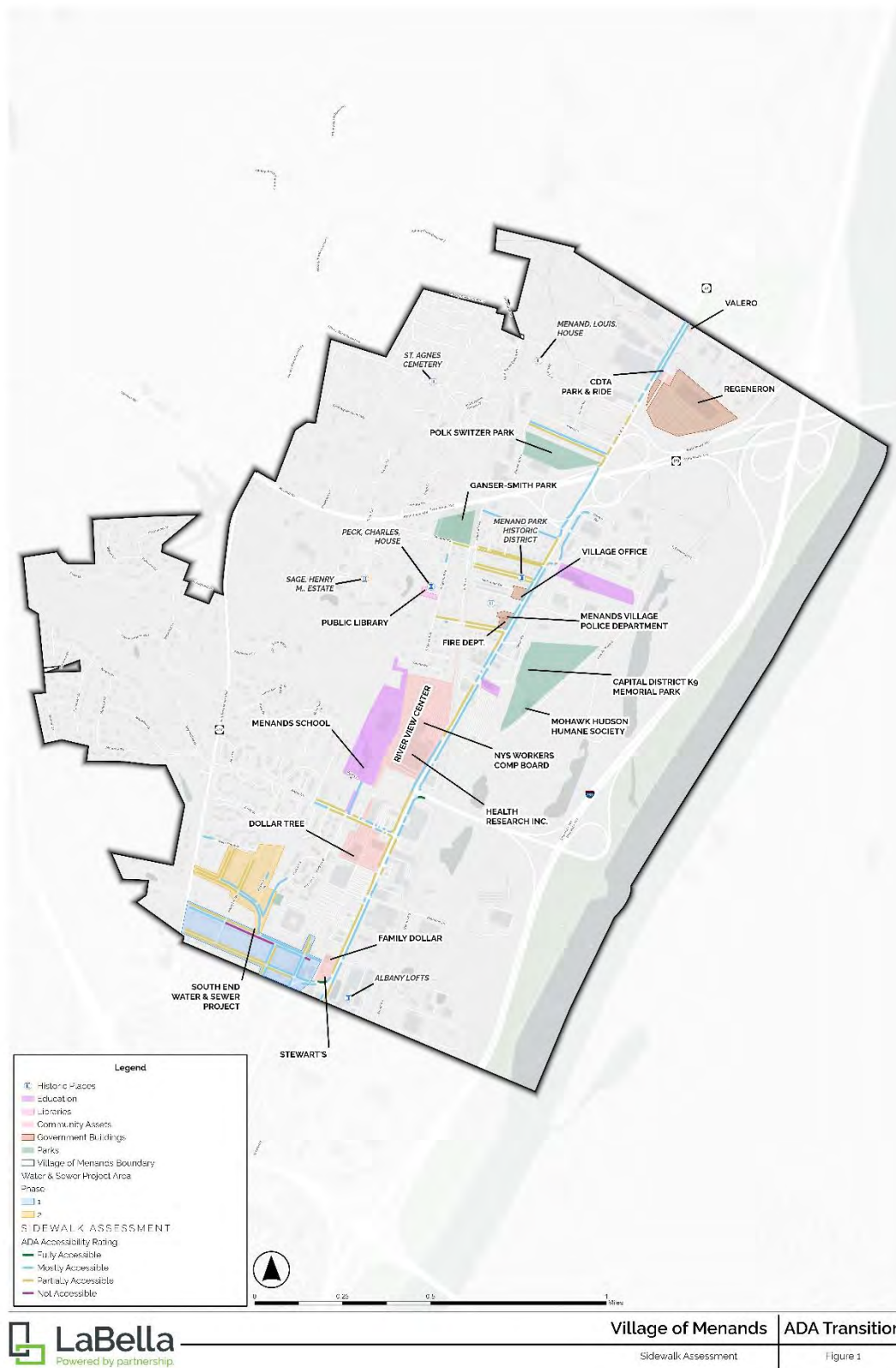


FIGURE 2: CURB RAMP ADA ASSESSMENT

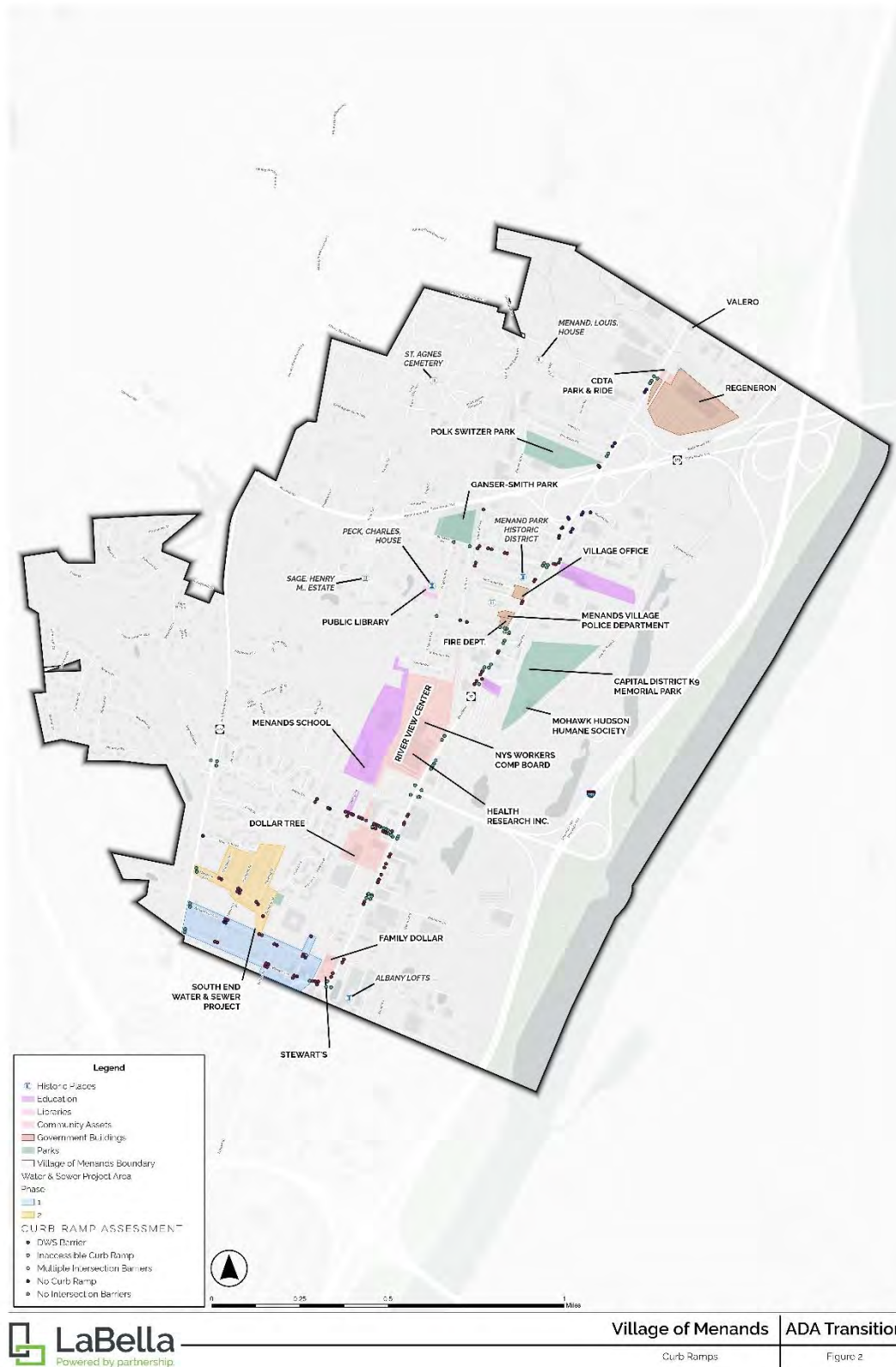


FIGURE 3: ADA CROSSING ASSESSMENT

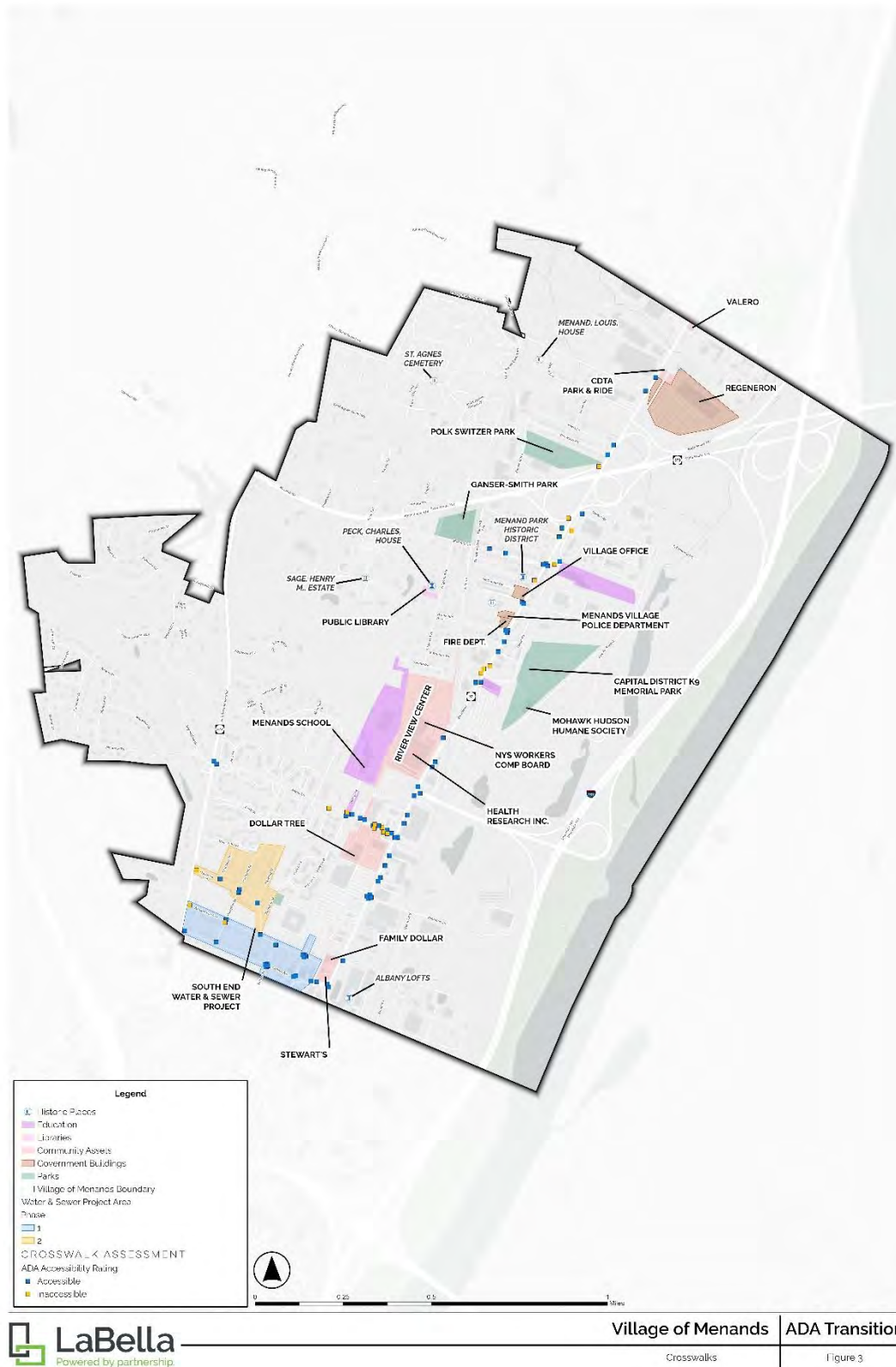
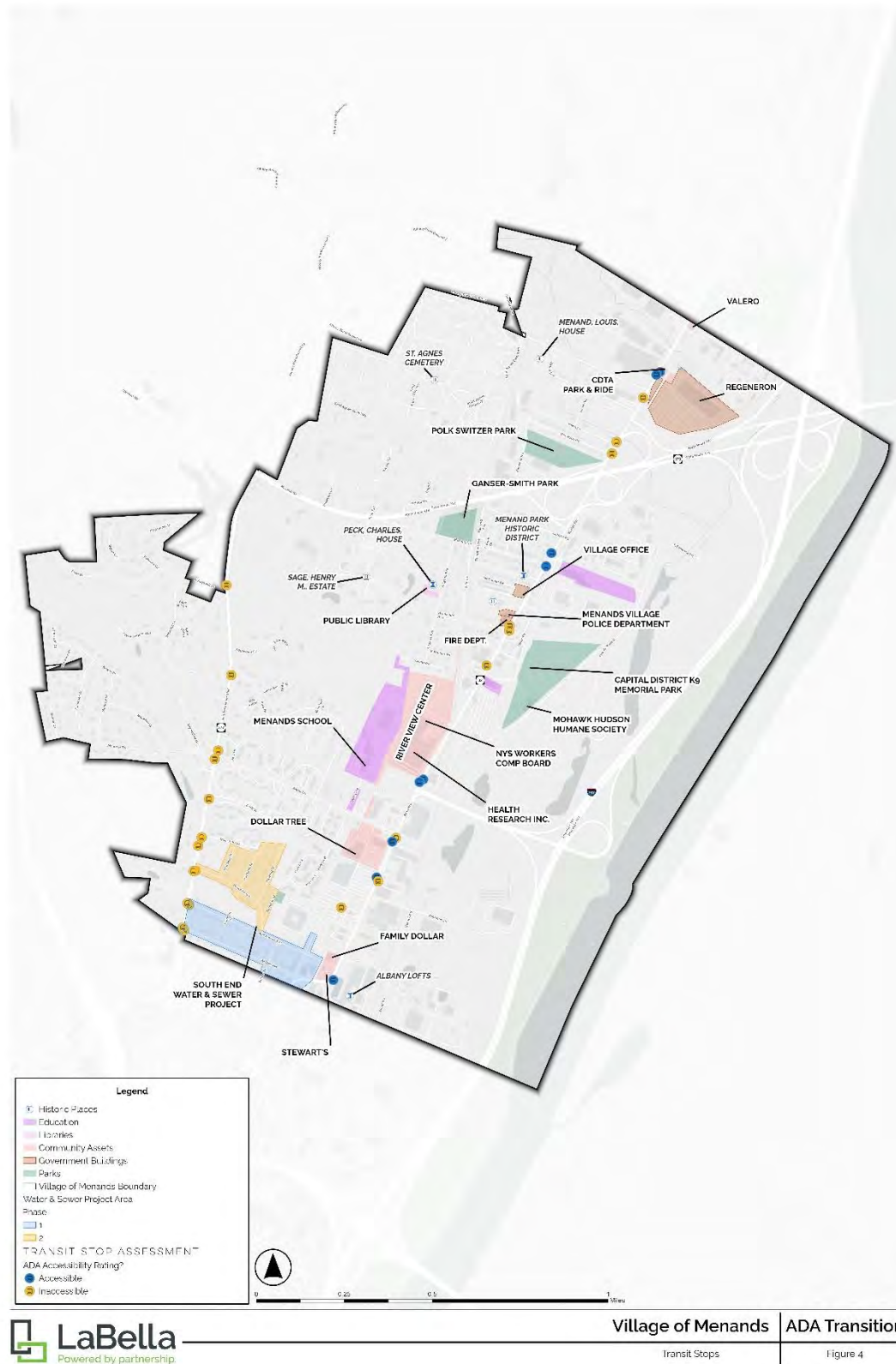


FIGURE 4: ADA TRANSIT STOP ASSESSMENT



3.0 METHODS TO REMOVING BARRIERS – POLICIES AND PRIORITIES

The Village of Menands plans to utilize several approaches to removing barriers in the public right-of-way, including responding to public complaints, pursuing funding and providing municipal funding for municipal projects, and ensuring the appropriate design and build-out of new construction following the most recent design guidelines. The Village plans to base barrier removal on several priorities, specifically focused on the location of and accessibility of each facility.

3.1 LOCATION PRIORITY

According to the ADA Title II regulations, the transition plan shall give “priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas” (§ 35.150 Existing Facilities (d)(2)). The Village of Menands will also prioritize land uses according to ongoing and planned Village projects, and locations along the Broadway Corridor.

In June of 2024, the Village of Menands conducted an evaluation of the sidewalks along Menands Road and Brookside Avenue to identify costs of sidewalk repair along the two routes. This is an important priority for the Village because they are heavily trafficked streets and serve some of the important government service buildings in the Village. According to the evaluation, included in Appendix I of this report, repairs to heaving panels along these two routes would cost around \$17,000. The Village has made it a priority to pay for this cost and conduct the work necessary to improve accessibility on these sidewalks. This is why in the prioritization method below, these two roads are identified as the first priority. The Village will then focus on areas being reconstructed in conjunction with planned infrastructure improvements in the South End neighborhood followed by facilities along the Broadway Corridor, and finally any remaining areas of the Village.

The Village is in the process of initiating water system improvements in the South End Neighborhood of Menands. Because this will be a significant undertaking that will disturb roadways and therefore sidewalks, the Village has determined that sidewalk improvements identified in this plan will be coordinated along the timeline of the infrastructure project to ensure that facilities are only replaced once, and when they are, they are constructed following the most recent design guidelines.

Following Title II regulations, and specific considerations of the Village, Menands identified its location priority as follows, beginning with the highest priority:

Priority 1. Menand Road and Brookside Avenue

Priority 2. Southend Neighborhood in conjunction with infrastructure improvements phase 1.

Priority 3. Broadway Corridor

- Priority 3A Broadway corridor between cross streets Wolfert Avenue and Wards Lane
- Priority 3B Broadway corridor between cross streets Wards Lane and Menand Road
- Priority 3C Remaining Broadway corridor

Priority 4. Southend Neighborhood in conjunction with infrastructure improvements phase 2.

Priority 5. All other

Figures 5 and 6 illustrate the priority sidewalk segments regardless of jurisdiction. Full-size figures are presented in Appendix B.

Figure 5 reflects the prioritization method only for facilities identified through data analysis as “Not Accessible” or “Partially Inaccessible.” Alternatively, Figure 6 identifies all existing sidewalk facilities by the prioritization method, regardless of their current accessibility.

FIGURE 5: ADA PRIORITIZATION MAP BY EXISTING CONDITION

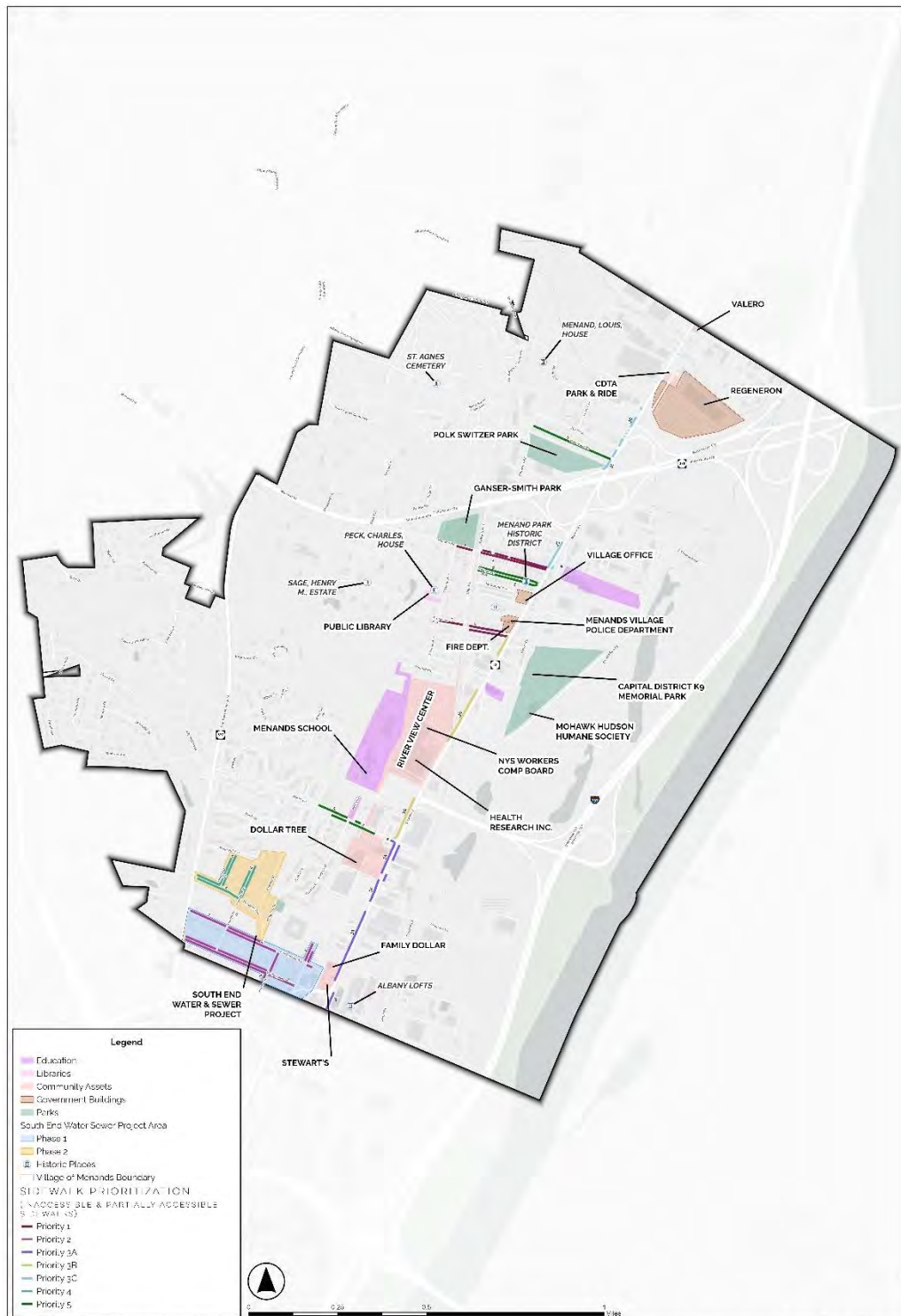
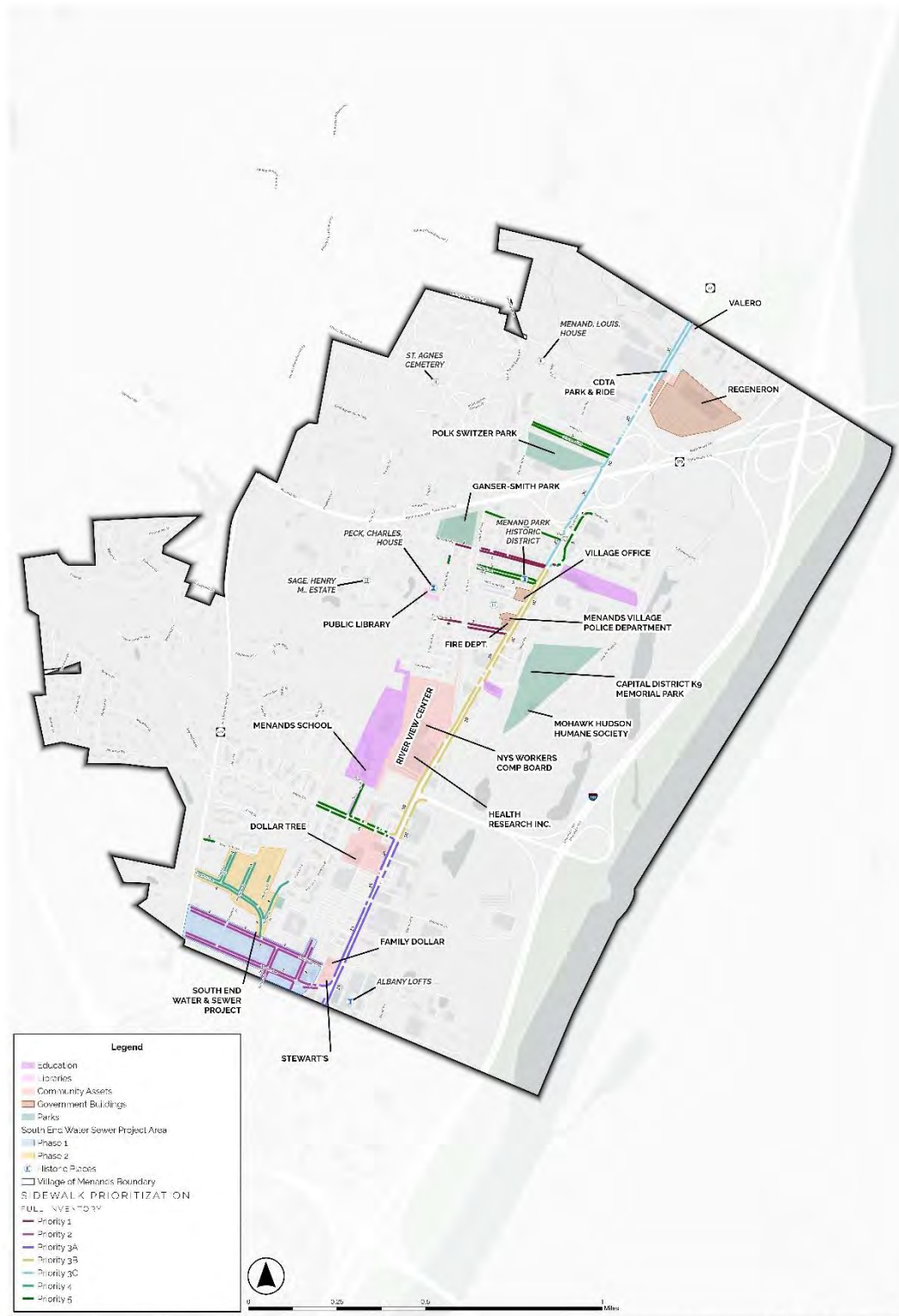


FIGURE 6: GENERAL ADA PRIORITIZATION MAP



3.2 PUBLIC COMPLAINT PROCESS

The public complaint process is an integral part of this plan. Public complaints or requests may drive the prioritization of improvements. To file a complaint or a request regarding accessibility of a sidewalk or curb ramp, submit a formal grievance in writing to the Village's ADA Coordinator with the location, date, and description of the problem. The ADA Coordinator within 60 days of the filing of the complaint, will conduct and complete an investigation, including, if necessary, a meeting with the complainant to discuss the complaint and possible resolutions. No later than 60 days after the submittal a determination shall be issued by the ADA Coordinator in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The determination will explain the position of the Village of Menands and offer options for substantive resolution of the Complaint.

Appendix F is a copy of the Village's public Grievance Procedure under the Americans with Disabilities Act.

3.3 NEW CONSTRUCTION AND ALTERATIONS

To ensure the correct design of curb ramps, sidewalks, and crosswalks in new construction and alterations, the Village of Menands, through the adoption of this Transition Plan, has adopted the Public Right of Way Accessibility Guidelines (PROWAG) as finalized in 2023, (hereinafter known as ADA Guidelines) or the most current regulatory guidelines in the event PROWAG becomes outdated. Once adopted by the US Departments of Justice, the PROWAG will be the primary regulatory standards that govern the design and construction of all pedestrian facilities. It is important to note that in alteration projects, whenever pedestrian facilities cannot fully meet the standards outlined in the ADA Guidelines, a determination of each structural implacability or technical infeasibility must be thoroughly documented in the permanent project record.

The Village's commitment to ensuring the accessibility of facilities in the public right of way is clearly demonstrated by the Work Plan (Appendix D) and schedule outlined in this report.

As previously discussed under the Jurisdiction section of this report, if another jurisdiction is undertaking alterations of a roadway, including repaving, that agency is responsible for the replacement of removed pedestrian facilities or for the construction or rehabilitation of a curb ramp to the adjacent sidewalk if an accessible curb ramp does not exist.

As described in NYSDOT's current Transition Plan, NYSDOT undertakes on-going road maintenance and alterations to ensure accessibility of pedestrian facilities on State owned roads. For the purposes of this Transition Plan, areas lacking the provision of curb ramps in State owned rights-of-way will be identified in this plan as being undertaken by NYSDOT. The improvement of these facilities will correspond to the approved NYSDOT capital improvement program.

Nothing contained in this work plan would in any way prevent the Village from modifying the implementation schedule.

3.4 COST AND SCHEDULE

The detailed evaluation of the Village of Menands' sidewalk network identified a total of 4.36 miles of sidewalk in need of repair, including 4.18 miles of sidewalk segments rated Partially Accessible and a total of 0.18 miles of sidewalk segments rated Not Accessible which will require repair or replacement of barriers to bring them to compliance. For the purpose of estimating construction costs, it was assumed that 30% of the Not Accessible segment panels will require replacement and 15% of the Partially Accessible segment panels will require replacement.

The cost of the repairs and replacement was estimated utilizing the NYSDOT Quick Estimator Reference. This estimate is provided as Appendix C and is summarized as follows: Utilizing the scoring of facilities provided, sidewalk replacement totals \$252,392.64, Curb Ramps \$151,200.00, DWS \$240,000.00 Pedestrian Signals \$8,200 and Crosswalks \$5,600, for a total of \$657,392.64. It should be noted that the actual costs will vary depending on the extent of repairs, actual site conditions and the date of construction.

Utilizing the prioritization method detailed above, the Village will begin the sidewalk repair, starting with highest priority areas,

The Village has set a goal of bringing 0.87 miles of these segments to compliance each year, which will bring the Village to compliance in approximately five years. As identified during the location prioritization process, pedestrian facilities in the public right of way adjacent to Menands Road and Brookside Avenue, facilities corresponding with the Southend Neighborhood infrastructure project phase one, the Broadway corridor, and facilities corresponding with the infrastructure project phase two, will be prioritized before facilities serving other areas. Curb ramps, crossings, and pedestrian signals will be addressed with their corresponding sidewalk segments or during road paving and resurfacing projects.

As opportunity allows, the Village will make efforts to collaborate with stakeholders to improve the ADA accessibility of pedestrian facilities in the public right-of-way. Compliance is required to the extent feasible within the scope of the project. There will be times when it is technically infeasible to provide full compliance with the guidelines for example, if clear space at the top of the ramp is obstructed by a building or the slope of a hill is so extreme as to prevent a reasonable slope for a ramp in both directions. The inventory process may not account for such situations and could show a high-priority rating when all practical actions have been taken.

4.0 MONITORING AND UPDATES

4.1 TRANSITION PLAN MANAGEMENT

As with any effective planning document, the Village of Menands Transition Plan will require continued review and updating. It is recommended that the Village review and update this document on a five-year cycle. However, this does not preclude the Village from altering that five-year cycle. If new regulations are adopted or new information is available that does not alter the intent of the transition plan, the Village intends to add appendices to the document reflecting those changes. Members of the public that wish to see changes made to the plan are encouraged to submit their comments and concerns, in writing, to the ADA Coordinator to consider including during the next update.

In addition, the Village will document progress made annually, for public review and comment. Members of the public that wish to see changes made to the plan are encouraged to submit their comments and concerns, in writing, to the ADA Coordinator to consider including during the next update.

4.2 COORDINATION WITH PUBLIC IMPROVEMENTS AND CAPITAL EXPANSION

The Village has identified a schedule for improvement to non-compliant facilities (Appendix D). However, this schedule may be modified to respond to complaints received by the Village. The Village should also take advantage of regular capital improvement projects or private development to upgrade deficient facilities, if occurring adjacent to those facilities.

The Village will coordinate with the New York State Department of Transportation (NYSDOT) capital improvement schedule to replace or upgrade non-compliant curb ramps and sidewalks along State highways. Likewise, the Village will coordinate with the County to replace or upgrade non-compliant curb ramps and sidewalks along County roads.

5.0 PUBLIC INPUT

The Village of Menands provided opportunities for individuals to comment and provide input on this Transition Plan, which includes:

- Early results of the field assessment and prioritization framework were presented to the Village's Advisory Committee for feedback.
- The plan was presented to the Village board, and board members were encouraged to provide feedback on behalf of their constituents.

- Copies of the draft Plan were made available for public review and comment at Village Hall, and the library.
- The ADA Transition Plan was also made available on the Village's website at www.menandsny.gov
- The Village of Menands opened a public comment period. Members of the public were encouraged to provide feedback by calling and/or emailing Village staff to log their comments.

5.2 COMMENTS RECEIVED

One public comment was received on the report.

"The plan looks very thorough. It makes sense to prioritize fixing the sidewalks where projects are happening or where people use them the most. Hopefully, NYS will be able to do some of the improvements along Broadway in the future, as there are a fair number of inaccessible sidewalks and transit stops in the North end of the Village." - Lisa Neuman

APPENDIX A: EVALUATION CRITERIA

ADA TRANSITION PLAN

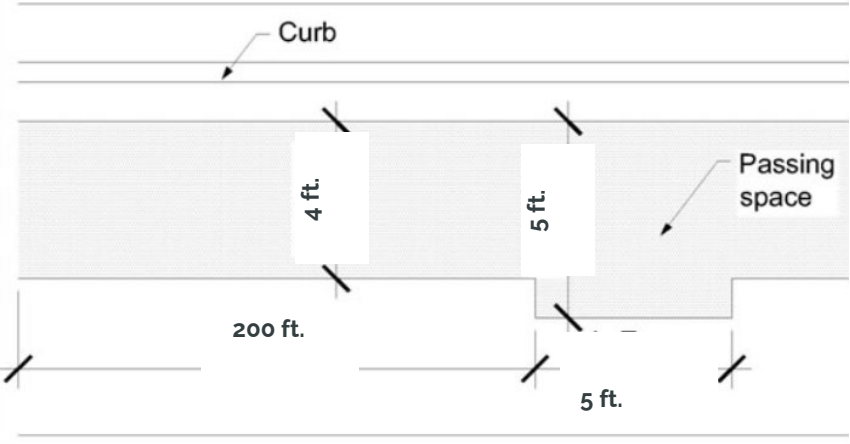
Appendices

CONTENTS

ADA Transition Plan.....	1
Appendix A.1: Pedestrian Access Route.....	2
Appendix A.2: Pathway When crossing.....	3
Appendix A.3: Curb Ramp Present	4
Appendix A.4: Detectable Warning Surface (DWS) Type.....	5
Appendix A.5: Detectable Warning Surface (DWS) Width, Depth, Placement, and Deterioration.....	6
Appendix A.6: Contrasting DWS Color	10
Appendix A.7: Type of Pedestrian Signal	11
Appendix A.8: Pedestrian Signal Compliance	12
Appendix B.1: Crosswalk Material.....	13
Appendix B.2: Crosswalk Rating	14
Appendix C.1: Sidewalk Defects	15
Appendix C.2: Sidewalk Segment Rating.....	16
Appendix D: Transit Stops	18

APPENDIX A.1: PEDESTRIAN ACCESS ROUTE

Pedestrian Access Routes (PAR) are walkways, or paths, for people to travel. The path must be a continuous width of at least 4ft. wide. If the clear width of the path is less than 5ft, then there must be a section that is at least 5ft at a maximum of every 200ft. This is referred to as a "Passing Space". The Surface of the path needs to be firm, stable, and slip resistant. Examples of commonly used materials are concrete, asphalt, and brick.

<i>Pedestrian Access Route/Pathway</i>	 The diagram illustrates a cross-section of a pedestrian access route. It shows a grey shaded path area. A label 'Curb' points to the top edge of the path. A vertical dimension line indicates a '4 ft.' width for a section of the path. Further along, a '5 ft.' wide section is labeled 'Passing space'. A horizontal dimension line below the path indicates a '200 ft.' distance between the start of the 4 ft section and the start of the 5 ft passing space. Another '5 ft.' dimension is shown for the width of the passing space itself.
<i>Grate in Pathway:</i> If a grate is incorporated into a pathway, the holes in the grate should be no larger than ½ inch in diameter.	 The photograph shows a square metal grate set into a gravel surface. Annotations include: '½" Max' with a vertical arrow pointing to the gap between grate bars; 'Long Opening' with a horizontal double-headed arrow indicating the length of the rectangular openings; and 'Pedestrian Travel' with a white arrow pointing upwards through the center of the grate.

APPENDIX A.2: PAR AT CROSSINGS

When crossing an intersection, the pathway does NOT need to have a crosswalk visibly marked. It only requires a curb ramp on both sides of the street. If there is a cross walk, it should be maintained as explained in Appendix B.1 and B.2. When crossing over train tracks, the gap between the rails and crossing surface should be no wider than 2.5in. for commercial trains, and 3in for freight trains.

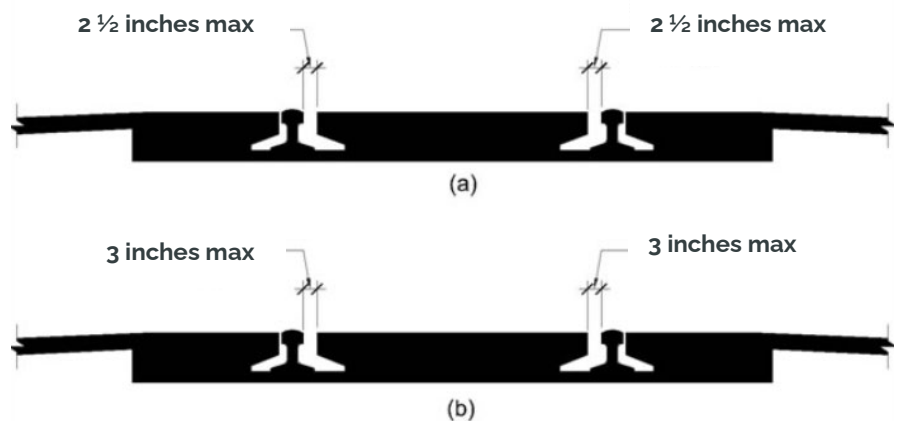
Street Crossings:

While often marked, it is not required. The location of a curb ramp on both sides' makes a complete pedestrian access route. If there is a curb ramp on one side and not the other, then the path is considered inaccessible.



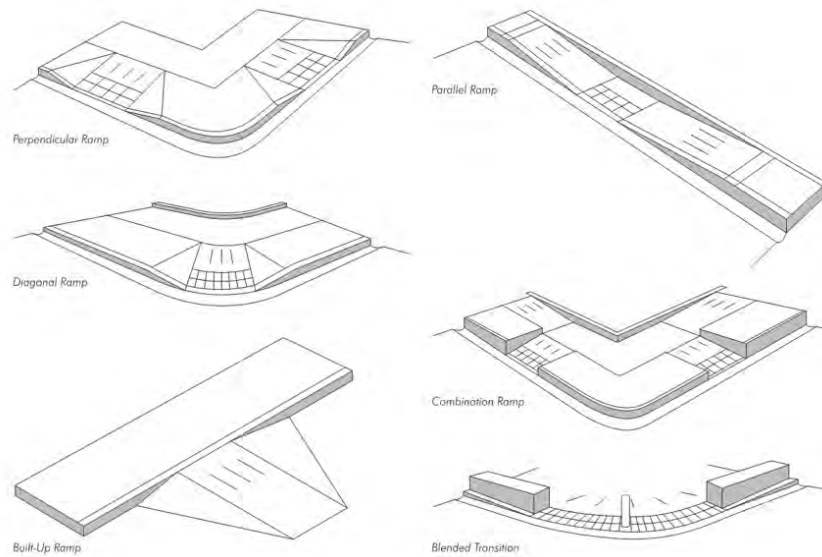
Railroad Crossing:

When crossing over train tracks, the gaps are left for the train to be able to roll through. The tracks are to be at the same height as the crossing made available.



APPENDIX A.3: CURB RAMPS

There are many different types of curb ramps that can be used for different types of intersections.



Additionally, curb ramp options shown below can be incorporated into a design as an alternate approach to traditional curb ramps.

Pedestrian Refuge Island:

An area within an intersection where people wait for a break in traffic to safely cross the remainder of the intersection. Curb ramps in refuge islands must meet all the accessibility criteria of curb ramps not in refuge islands.



Curb Extension:

Curb extensions, also known as bulb-outs or bump outs, provide a clear view of oncoming traffic prior to leaving the sidewalk. Curb ramps on curb extensions must meet all accessibility criteria of curb ramps not on extensions.



APPENDIX A.4: DETECTABLE WARNING SURFACE (DWS) TYPE

Truncated Domes: Elevated, bubble-like domes on the surface of the DWS. The domes should have an approximate height of 0.2 (1/5th) inches. The domes should face the same direction as the sidewalk.

Pavement Grooves: Grooves cut into the existing concrete, facing the same direction as the sidewalk. Pavement grooves are common but are not recognized as an acceptable DWS type because they do not provide a visual contrast between the pavement and ramp.



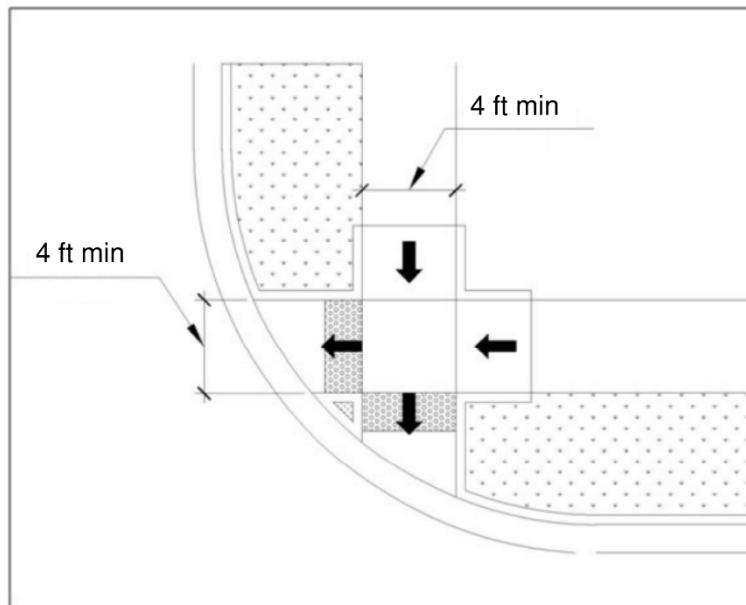
Truncated domes



Pavement grooves

APPENDIX A.5: DETECTABLE WARNING SURFACE (DWS) WIDTH, DEPTH, PLACEMENT, AND DETERIORATION

Width: The DWS should extend the full width of the curb ramp or sidewalk. The minimum width is 4 feet (48 inches).

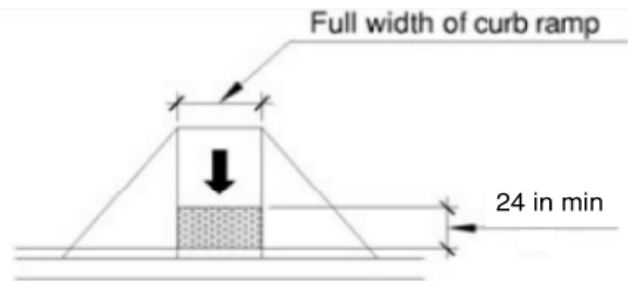


Design Guideline

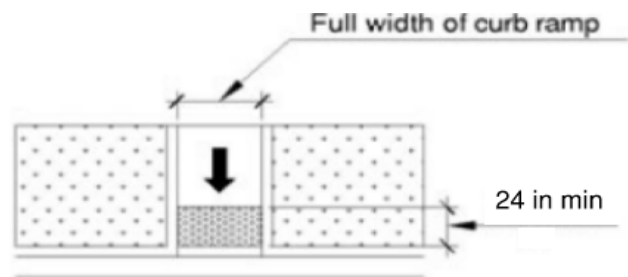


Example

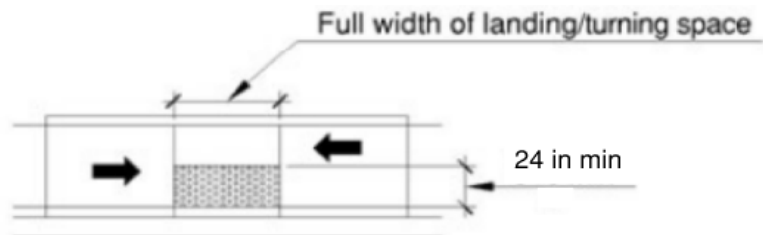
Depth: The DWS should be a minimum of 2 feet (24 inches) deep, in the direction of travel.



(a) perpendicular curb ramp with sloped edges



(b) perpendicular with rounded curb ramp

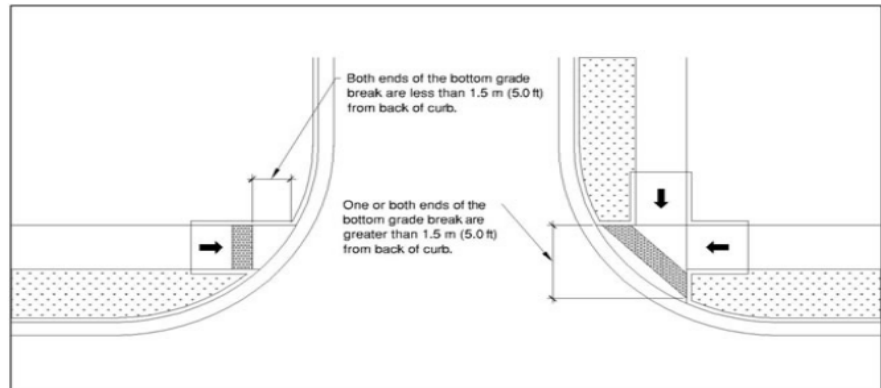


(c) parallel with curb ramp

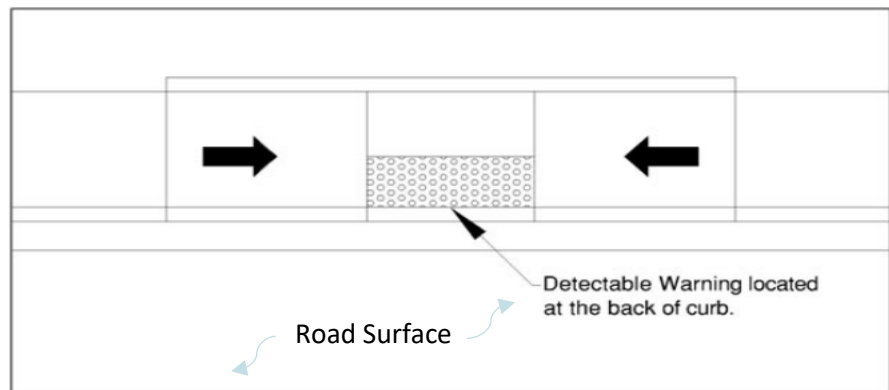
Placement: The DWS should face the same direction as the sidewalk unless the curb ramp serves two or more directions of crossing. Refer to the images below for the appropriate curb ramp.

Perpendicular curb ramp

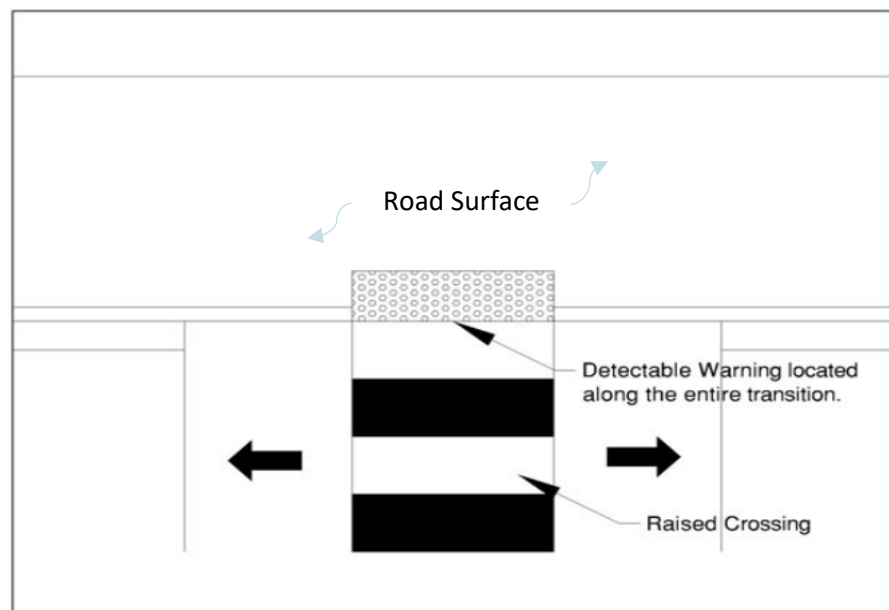
(Angled ramps are only acceptable when serving two directions at once. There must be a ramp a person can access in both directions.)



Parallel curb ramp



Blended transition



Deterioration: The DWS should be extruding from the surface so that visually impaired individuals will feel the strip.

**DWS IS NOT
SIGNIFICANTLY
DETERIORATED**



**DWS IS SIGNIFICANTLY
DETERIORATED**



APPENDIX A.6: CONTRASTING DWS COLOR

- The color should contrast from the sidewalk, it should at least be light-on-dark or dark-on-light.
- Best practices is to install a yellow DWS (as seen on bottom left image) as it is the most visible for the vision impaired, darker colors often appear as missing gaps in the sidewalk.

DWS COLOR CONTRASTS FROM CURB RAMP	DWS COLOR DOES NOT CONTRAST FROM CURB RAMP
  	 

APPENDIX A.7: TYPE OF PEDESTRIAN SIGNAL

Pedestrian Sign – Not pedestrian activated: A sign marked for pedestrian crossing without a button to press. It may or may not have flashing lights.



Pedestrian Signal – Pedestrian activated: A button pushed by the pedestrian, which activates a crossing signal. It may or may not have a flashing light.



Features of the pedestrian crossing buttons:

Visual: Flashing lights, large/bold fonts and arrows are used.

Audible: Locating tones, or beeps, are emitted from the signal post to guide someone to the button. Alternatively, when pressed the signal will speak, communicating to the pedestrian when it is safe to cross.

Both: When a signal button uses both auditory and visual cues to aid a pedestrian in crossing the street. This includes any combination of visually high contrast signage, flashing lights/signals, or audible tones/speech.

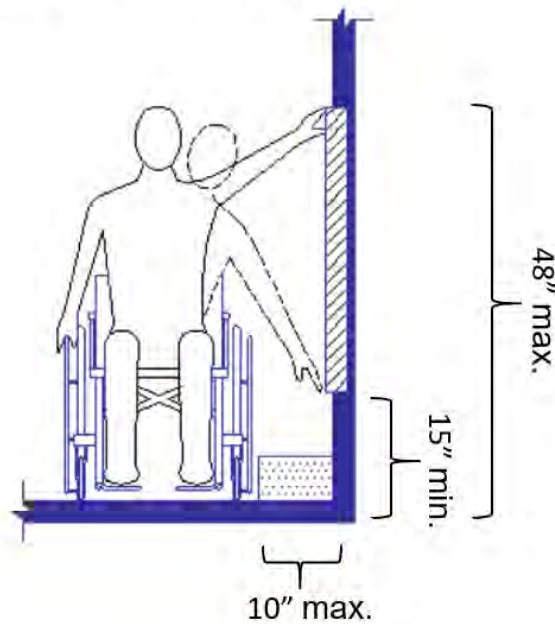
APPENDIX A.8: PEDESTRIAN SIGNAL COMPLIANCE

When the pedestrian signal includes a button, the button should be mounted within 15 inches to 48 inches (4 feet) above the ground. The button should be accessible with a maximum of a 10 inches side reach.

Accessible Pedestrian Pushbuttons

Reach Ranges

- ☐ 48" max. above the ground
- ☐ 15" min. above the ground
- ☐ Side reach within 10"



APPENDIX B.1: CROSSWALK MATERIAL

Crosswalk markings should be smooth and even with the road surface. The material of the crosswalk may differ from the typical pavement striping for aesthetic purposes. Common materials used, other than paint, are brick pavers, stamped concrete, or asphalt.

Painted



Brick Pavers



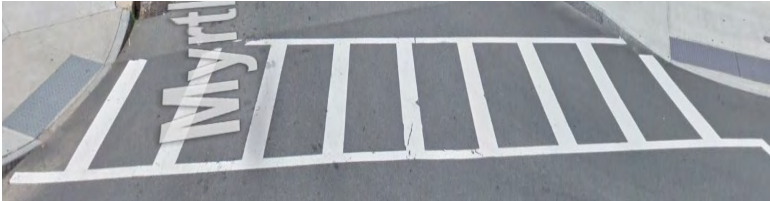
Stamped Concrete



Asphalt



APPENDIX B.2: CROSSWALK RATING

Rating	Condition	Reference Images
Poor	Crosswalk is heavily faded, completely faded, or missing sections.	
Fair	Crosswalk is fading but still visible.	
Good	Crosswalk is in like-new condition with minor cracks.	
Excellent	Crosswalk is new with no cracks or faults.	

APPENDIX C.1: SIDEWALK DEFECTS

Missing Panels



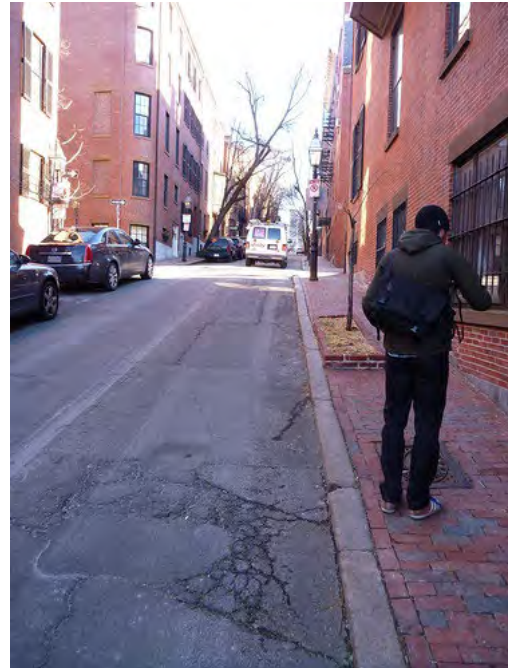
Heaving Panels



Obstructions



Too Narrow



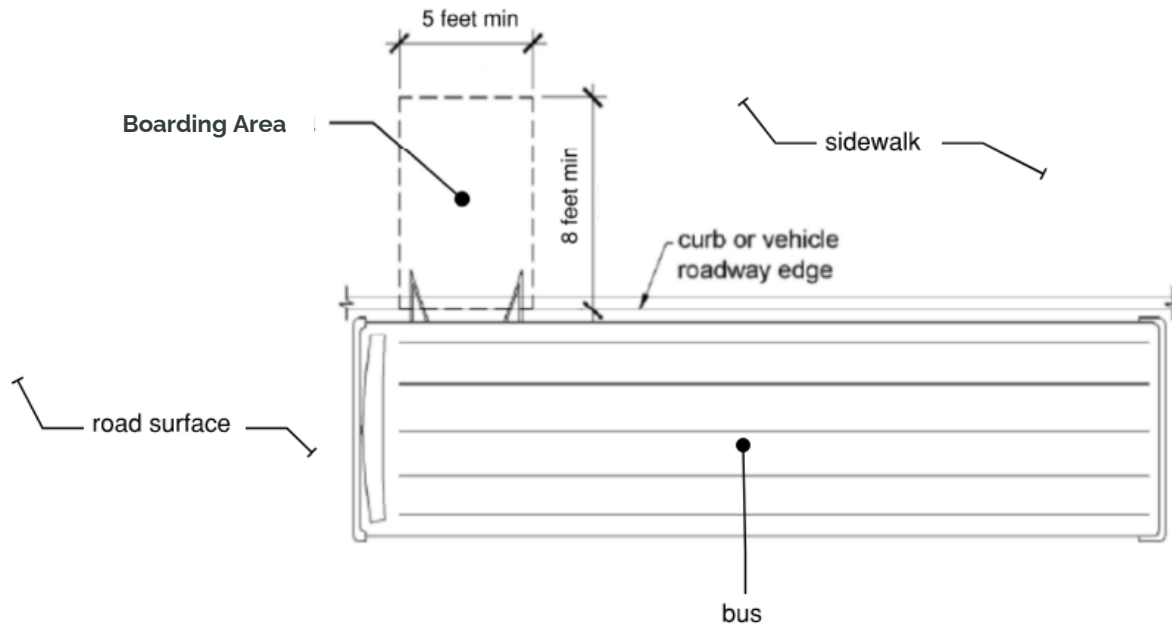
APPENDIX C.2: SIDEWALK SEGMENT RATING

Rating	Condition	Reference Images
Fully Accessible	- Sidewalk is new or in like-new condition. - Sidewalk is level, no cracks, no faults, no obstructions, and adequate width. - Sidewalk is at least 4 feet (48 inches) wide.	
Mostly Accessible	- Sidewalk is in almost new or good condition. - Sidewalk is level and may have minor cracks. - Sidewalk is at least 4 feet (48 inches) wide.	

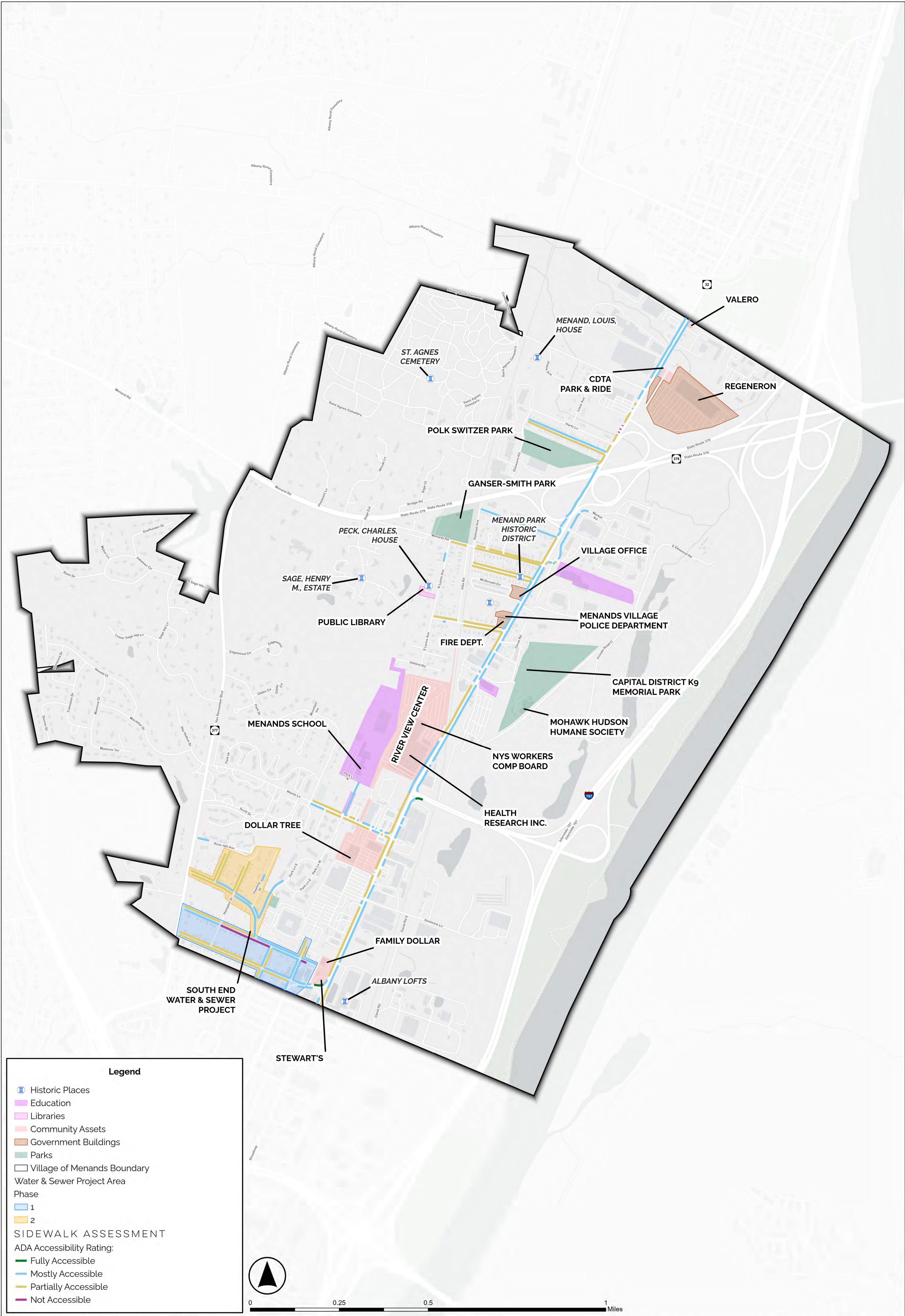
Partially Accessible	• Small patches of broken or chipped sidewalk, and a small buildup of dirt/debris, vegetation growing between panels or cracks. • Sidewalk may have small vertical faults larger than ½ inch but could potentially be grind down/repaired. • Large cracks are present. • Sidewalk is less than 4 feet wide.	
Not Accessible	• Sidewalk may have serious accumulation of dirt/debris, establishment of vegetation or other obstructions. • Sidewalk is uneven from faulting (greater than ½ inch) that cannot be grind down/repaired and will require replacement. • Sidewalk is less than 4 feet wide.	

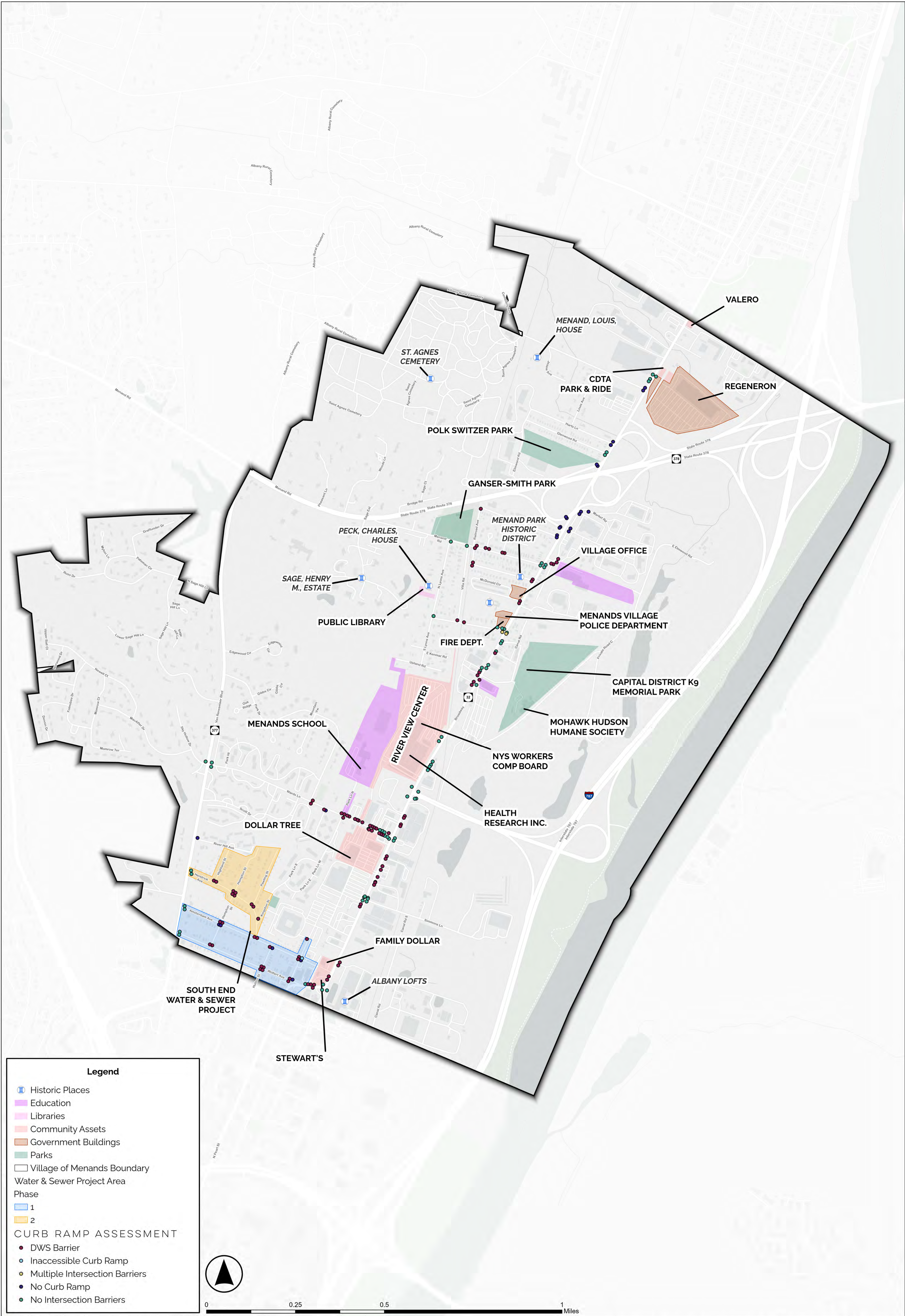
APPENDIX D: TRANSIT STOPS

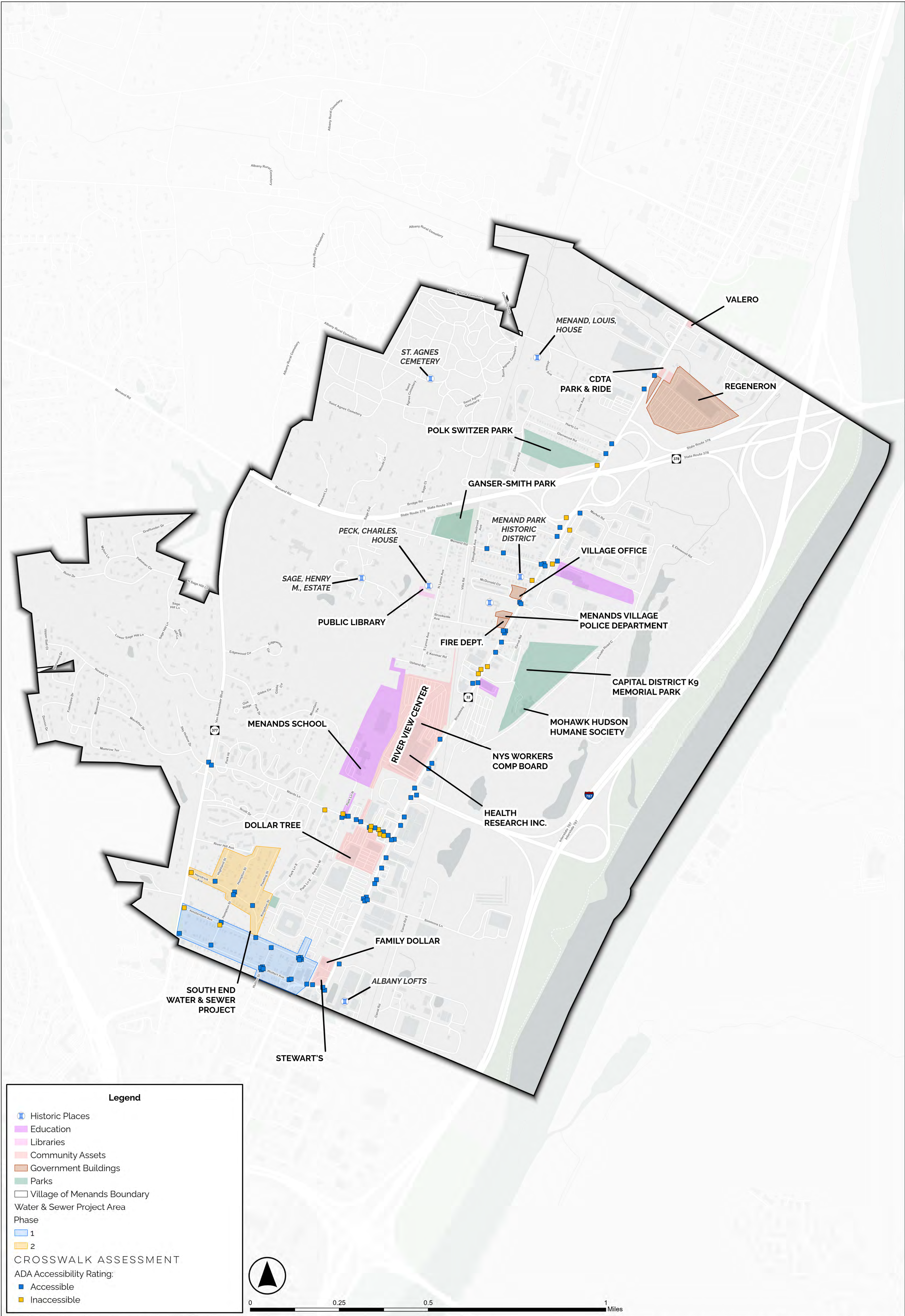
Accessible transit stops require 5 feet (60 inch) wide and 8 feet (96 inch) deep boarding area.

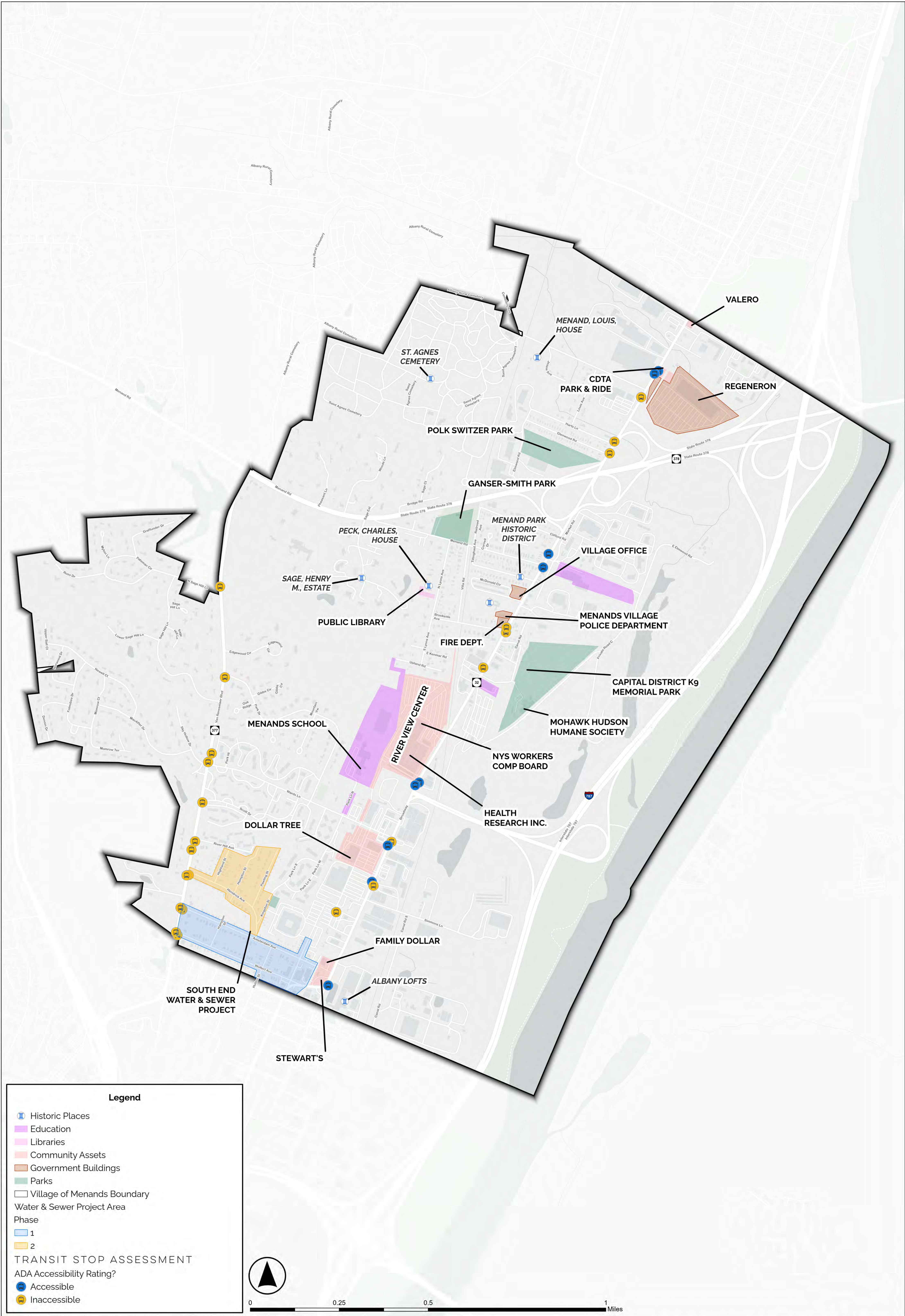


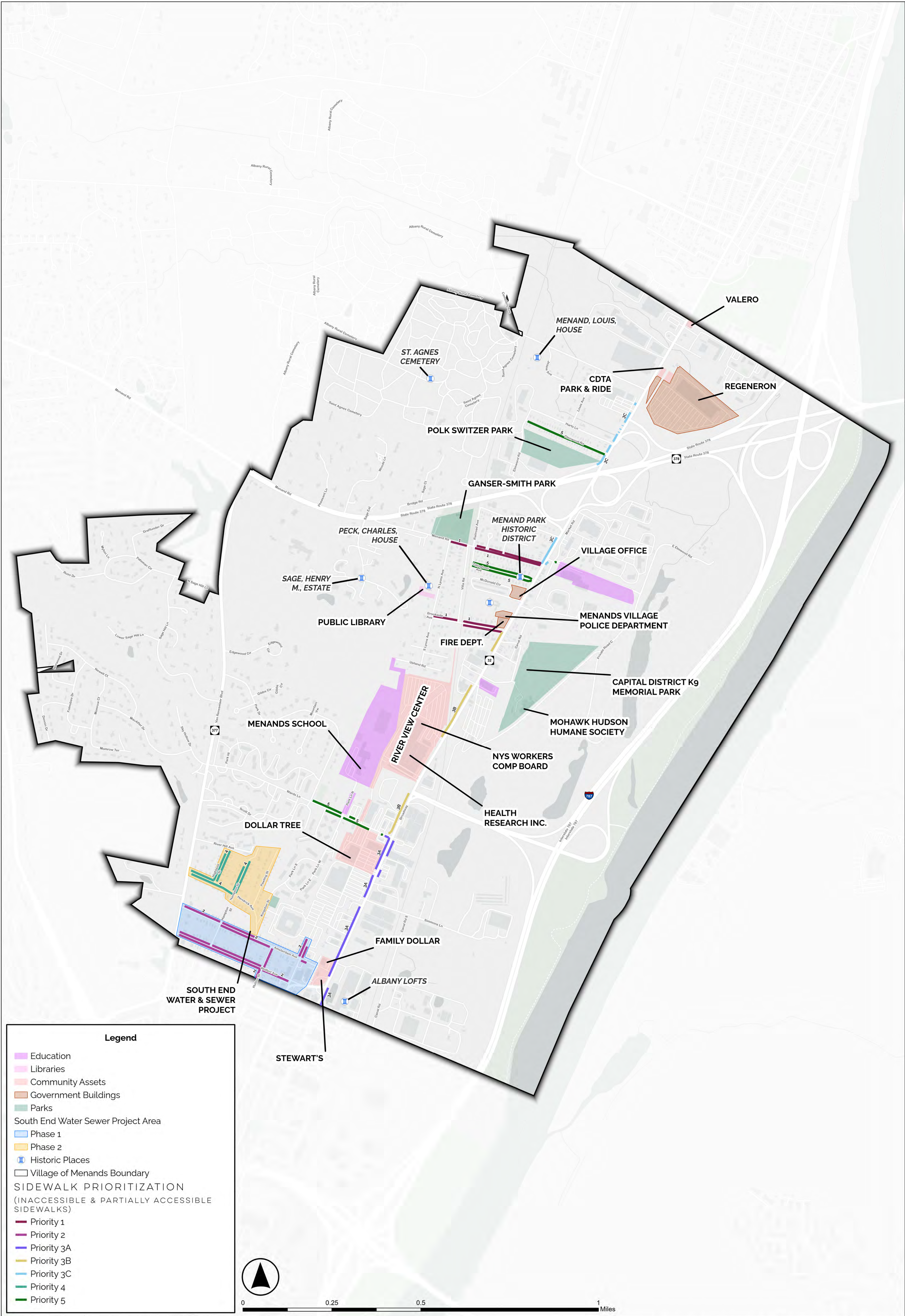
APPENDIX B: MAPS

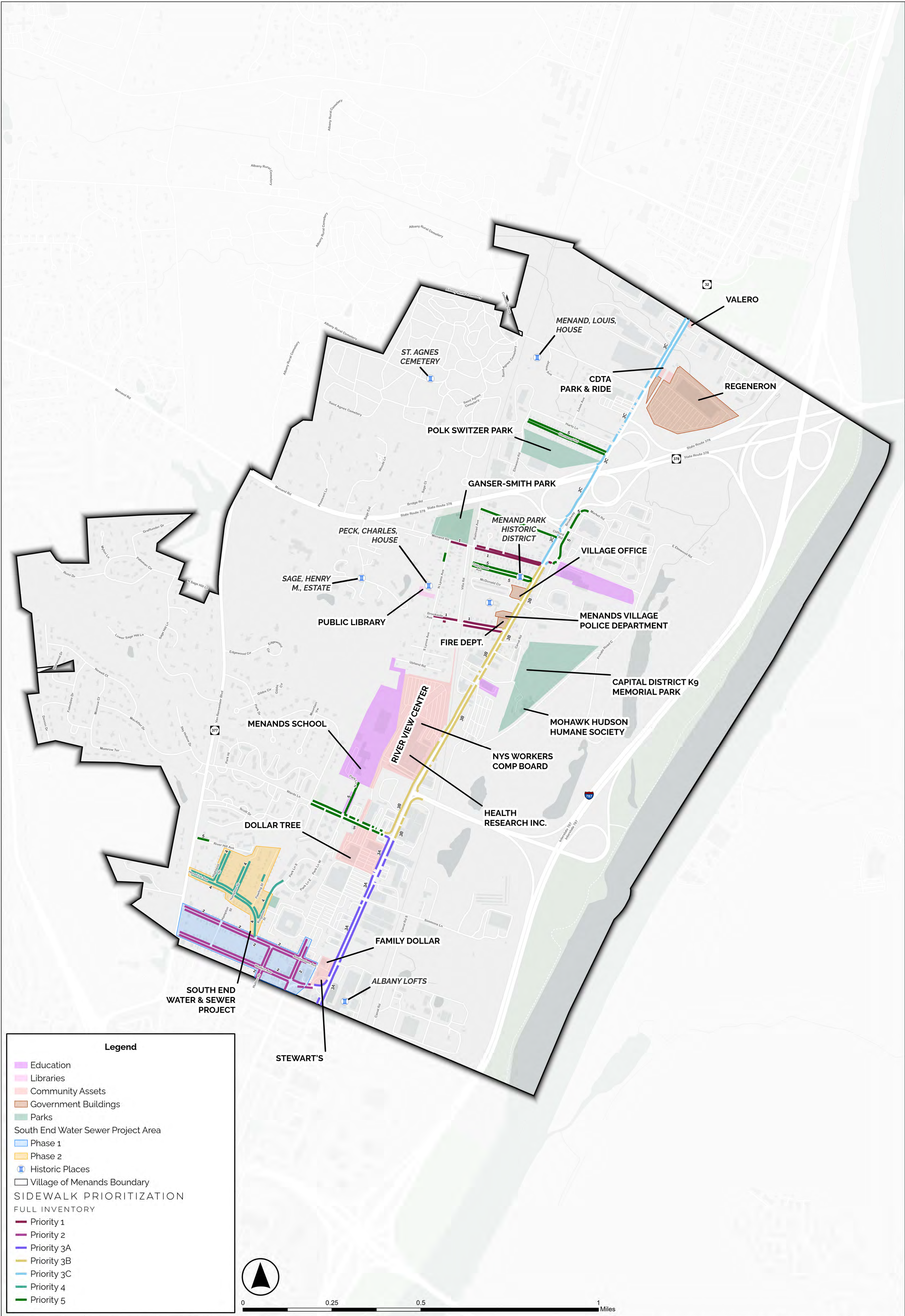












APPENDIX C: COST ESTIMATES

Unit cost estimates are established using replacement costs from the NYSDOT Quick Estimator Reference – Upstate. Unit cost estimates are used in conjunction with field data to estimate repair costs. Note that specific costs may vary due to site conditions that may require relocating utilities/mailboxes; alteration of drainage structures; driveway aprons; acquiring right-of-way; pruning/clearing & grubbing; planting. Typical sidewalk replacement costs (2023) are observed at \$13 to \$15 per square foot, or \$65 to \$75 per linear foot (LF), for the purpose of budgeting in this report \$75 is recommended to assess cost. Additionally, based on jurisdiction outlined in Table 1 of this report, Responsible Entity for Maintenance of Pedestrian Facilities, costs of repairs for curb ramps, pedestrian signals, and crosswalks below only include right of ways under the jurisdiction and responsibility of the Village.

Table 1 Unit Cost Estimates

Facility	Cost
Concrete Sidewalk (4" thick, 5' wide)	\$75/linear foot
ADA Curb Ramp	\$6,300
DWS Replacement/Curb Ramp Addition	\$5,000
LS Type Ladder Crosswalk (700ft Typical)	\$1,400
Pedestrian Signal	\$8,200

Table 2 Village of Menands ADA Compliance Estimated Costs

Sidewalks Estimated Cost for Compliance (Obstructions Excluded):		
Partially Accessible (21,700.8 ft)*	\$	244,134.00
Not Accessible (950.4 ft)**	\$	8,258.63.00
Total Non-ADA Compliant Segments (22,651.2 ft)	\$	252,392.64
<i>*Assumed 15% of panels in need of replacement</i> <i>**Assumed 30% of panels in need of replacement</i>		
Curb Ramps and Signals Estimated Costs for Compliance:		
Curb Ramps*	\$	151,200.00
DWS	\$	240,000.000
Pedestrian Signals	\$	8,200.00
Total Intersections:	\$	399,400.00

**Excludes "Not Flush with Asphalt"*

Crosswalks Estimated Costs for Compliance:

Total Crosswalks*	\$ 5,600.00
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**Assumed incomplete access route is addressed in curb ramp replacements*

Total Capital Investment	\$ 657,392.64
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APPENDIX D: WORK PLAN AND DATA INVENTORY

The Village of Menands is committed to ensuring facilities in the public right of way are accessible for everyone, including people with disabilities. The Village will prioritize:

1. Facilities and intersections at Menand Road and Brookside Avenue
2. Facilities and intersections in the Southend Neighborhood in conjunction with infrastructure improvements in phase 1.
3. Facilities and intersections along the Broadway Corridor.
 - A. Between cross streets Wolfert Avenue and Wards Lane
 - B. Between cross streets Wards Lane and Menand Road
 - C. Remaining Broadway corridor
4. Facilities and intersections in the Southend Neighborhood in conjunction with infrastructure improvements in phase 2.
5. Facilities and intersections serving all other areas.

The facilities that are prioritized first are most likely to be frequented by residents and visitors and are essential for the Village's continued operation and success. A map of all pedestrian facilities by priority ranking is in Appendix B.

The "Sidewalk Segments in Priority Areas" table within this appendix will be used to identify sidewalk segments eligible for repair/replacement based on their priority ranking. Sidewalk segments will then be cross referenced with field analysis results to determine specific barriers to accessibility and the repair/replacement needs for all facilities associated with the segment (a guide to using the field analysis results is included within this appendix). The Village will then work to remove barriers to accessibility until each segment is brought to compliance, beginning with the highest priority (1), and ending with the lowest priority (5). For example: sidewalk segments ranked in priority category 1 will be first to be repaired/replaced, followed by segments ranked in category 2, and so on. The same process will be used to bring intersections, and crossings, to compliance using the corresponding tables within this appendix.

The Village may deviate from this framework to take advantage of regular capital improvement projects or private development to upgrade deficient facilities, if occurring adjacent to those facilities. For example: a low priority that is rated "Not Accessible" may be brought to compliance in conjunction with an adjacent road resurfacing project before the Village has finished bringing higher priority segments to compliance.

As previously discussed under the Jurisdiction section of this report, if another jurisdiction is undertaking alterations of a roadway, that agency is responsible for the replacement of

removed pedestrian facilities or for the construction of a curb ramp to the adjacent sidewalk if one does not exist. The NYS Department of Transportation (NYSDOT) has completed a Transition Plan including sidewalks along state roadways and undertakes on-going road maintenance and alterations. For the purposes of this Transition Plan, areas lacking the provision of curb ramps in state rights-of-way will be identified in this plan as being undertaken by NYSDOT. The improvement of these facilities will correspond to the approved NYSDOT capital improvement program. The table below is intended to be used as an identification tool for existing barriers and is therefore inclusive of all sidewalk segments in need of improvement, regardless of jurisdiction. For those sections falling along County or State Roads, the Village will coordinate with NYSDOT or the responsible entity to address repairs.

SIDEWALKS

Accessibility Rating	Sidewalk Address	Side of Street	Priority	Heaving Panels?	Missing Panels?	Obstructions?	Too Narrow?
Not Accessible	Amsterdam Ave	S	2	Yes	Yes	No	No
Not Accessible	Amsterdam Ave	S	2	Yes	No	No	No
Not Accessible	Broadway	W	3C	No	No	Yes	No
Not Accessible	Broadway	W	3C	No	No	Yes	No
Not Accessible	Broadway	W	3C	No	No	No	No
Partially Accessible	Brookside Ave	S	1	Yes	No	No	No
Partially Accessible	Brookside Ave	N	1	Yes	No	No	No
Partially Accessible	Brookside Ave	N	1	No	Yes	No	No
Partially Accessible	Menand Rd	S	1	Yes	No	No	No
Partially Accessible	Menand Rd	S	1	No	No	No	Yes
Partially Accessible	Menand Rd	N	1	No	No	No	Yes
Partially Accessible	Menand Rd	N	1	Yes	No	No	No
Partially Accessible	Menand Rd	N	1	Yes	No	No	No
Partially Accessible	Wolfert Ave	S	2	Yes	No	No	No
Partially Accessible	Wolfert Ave	S	2	Yes	No	Yes	No
Partially Accessible	Wolfert Ave	N	2	Yes	No	No	No
Partially Accessible	Wolfert Ave	N	2	No	Yes	No	No
Partially Accessible	N Pearl St	E	2	Yes	No	No	No
Partially Accessible	N Pearl St	W	2	Yes	No	No	No
Partially Accessible	Amsterdam Ave	N	2	Yes	No	No	No
Partially Accessible	Amsterdam Ave	N	2	Yes	No	No	No
Partially Accessible	Hutton St	E	2	Yes	No	No	No
Partially Accessible	Hutton St	W	2	Yes	No	No	Yes
Partially Accessible	Wards La	S	3A	No	No	Yes	No
Partially Accessible	Broadway	W	3A	No	No	Yes	No
Partially Accessible	Broadway	W	3A	No	No	Yes	No
Partially Accessible	Broadway	W	3A	Yes	No	No	No
Partially Accessible	Broadway	E	3A	No	No	Yes	No
Partially Accessible	Broadway	E	3A	No	No	Yes	No
Partially Accessible	Broadway	E	3A	Yes	No	No	No

Accessibility Rating	Sidewalk Address	Side of Street	Priority	Heaving Panels?	Missing Panels?	Obstructions?	Too Narrow?
Partially Accessible	Broadway	W	3B	Yes	No	No	No
Partially Accessible	Broadway	W	3B	Yes	No	No	No
Partially Accessible	Broadway	W	3B	No	No	Yes	No
Partially Accessible	Broadway	W	3C	Yes	No	No	No
Partially Accessible	Broadway	W	3C	Yes	No	Yes	No
Partially Accessible	Broadway	W	3C	No	No	Yes	No
Partially Accessible	Broadway	W	3C	Yes	No	No	No
Partially Accessible	Broadway	W	3C	Yes	No	No	No
Partially Accessible	Broadway	W	3C	No	Yes	No	No
Partially Accessible	Broadway	E	3C	Yes	No	No	No
Partially Accessible	Hendrick Ave	S	4	Yes	No	No	No
Partially Accessible	Highland St	N	4	Yes	No	No	No
Partially Accessible	Highland St	S	4	Yes	No	No	No
Partially Accessible	Hampton St	W	4	Yes	No	No	No
Partially Accessible	Hampton St	N	4	Yes	No	No	No
Partially Accessible	Hendrick Ave	N	4	Yes	No	No	No
Partially Accessible	Wards La	S	5	Yes	No	No	No
Partially Accessible	Wards La	S	5	Yes	No	No	No
Partially Accessible	Wards La	S	5	Yes	No	No	No
Partially Accessible	Wards La	N	5	Yes	No	No	No
Partially Accessible	Tillinghast Ave	S	5	Yes	No	No	No
Partially Accessible	Tillinghast Ave	N	5	Yes	No	No	No
Partially Accessible	Glenwood Rd	S	5	Yes	No	No	No
Partially Accessible	E Elmwood Rd	S	5	No	Yes	No	No
Partially Accessible	Wards La	N	5	Yes	No	No	No
Mostly Accessible	Brookside Ave	S	1	No	No	No	No
Mostly Accessible	E Elmwood Rd	S	1	No	No	No	No
Mostly Accessible	Wolfert Ave	S	2	No	No	No	No
Mostly Accessible	Hutton St	W	2	No	No	No	No
Mostly Accessible	Wolfert Ave	N	2	No	No	No	No
Mostly Accessible	Wolfert Ave	N	2	No	No	No	No

Accessibility Rating	Sidewalk Address	Side of Street	Priority	Heaving Panels?	Missing Panels?	Obstructions?	Too Narrow?
Mostly Accessible	Wolfert Ave	N	2	No	No	No	No
Mostly Accessible	N Pearl St	E	2	No	No	No	No
Mostly Accessible	N Pearl St	W	2	No	No	No	No
Mostly Accessible	Amsterdam Ave	S	2	No	No	Yes	No
Mostly Accessible	Amsterdam Ave	S	2	No	No	No	No
Mostly Accessible	Amsterdam Ave	N	2	No	No	No	No
Mostly Accessible	N Pearl St	S	2	No	No	No	No
Mostly Accessible	Wolfert Ave	N	2	No	No	No	No
Mostly Accessible	Amsterdam Ave	N	2	No	No	No	No
Mostly Accessible	N Pearl St	W	2	No	No	No	No
Mostly Accessible	Hutton St	E	2	No	No	No	No
Mostly Accessible	Broadway	W	3A	No	No	No	No
Mostly Accessible	Broadway	W	3A	No	No	No	No
Mostly Accessible	Broadway	W	3A	No	No	No	No
Mostly Accessible	Broadway	W	3A	No	No	Yes	No
Mostly Accessible	Broadway	E	3A	No	No	No	No
Mostly Accessible	Broadway	E	3A	No	No	No	No
Mostly Accessible	Broadway	E	3A	No	No	No	No
Mostly Accessible	Broadway	E	3A	No	No	No	No
Mostly Accessible	Broadway	E	3A	No	No	No	No
Mostly Accessible	Broadway	E	3A	No	No	No	No
Mostly Accessible	Broadway	E	3A	No	No	No	No
Mostly Accessible	Wards La	N	3B	No	No	No	No
Mostly Accessible	Brookside Ave	N	3B	No	No	No	No
Mostly Accessible	Broadway	W	3B	No	No	Yes	No
Mostly Accessible	Broadway	W	3B	No	No	No	No
Mostly Accessible	Broadway	W	3B	No	No	Yes	No
Mostly Accessible	Broadway	W	3B	No	No	No	No
Mostly Accessible	Broadway	W	3B	No	No	No	No
Mostly Accessible	Broadway	W	3B	No	No	No	No
Mostly Accessible	Broadway	W	3B	No	No	No	No
Mostly Accessible	Broadway	W	3B	No	No	No	No

Accessibility Rating	Sidewalk Address	Side of Street	Priority	Heaving Panels?	Missing Panels?	Obstructions?	Too Narrow?
Mostly Accessible	Broadway	E	3B	No	No	No	No
Mostly Accessible	Broadway	E	3B	No	No	No	No
Mostly Accessible	Broadway	E	3B	No	No	Yes	No
Mostly Accessible	Broadway	E	3B	No	No	No	No
Mostly Accessible	Broadway	E	3B	No	No	No	No
Mostly Accessible	Broadway	E	3B	No	No	No	No
Mostly Accessible	Broadway	E	3B	No	No	No	No
Mostly Accessible	Broadway	E	3B	No	No	No	No
Mostly Accessible	Broadway	E	3B	No	No	No	No
Mostly Accessible	Broadway	E	3B	No	No	Yes	No
Mostly Accessible	Broadway	E	3B	No	No	No	No
Mostly Accessible	Broadway	E	3B	No	No	Yes	No
Mostly Accessible	Ramp from I 787	N	3B	No	No	No	No
Mostly Accessible	Broadway	W	3C	No	No	No	No
Mostly Accessible	Broadway	W	3C	No	No	No	No
Mostly Accessible	Broadway	W	3C	No	No	No	No
Mostly Accessible	Broadway	W	3C	No	No	No	No
Mostly Accessible	Broadway	W	3C	No	No	Yes	No
Mostly Accessible	Broadway	W	3C	No	No	No	No
Mostly Accessible	Broadway	W	3C	No	No	No	No
Mostly Accessible	Broadway	W	3C	No	No	Yes	No
Mostly Accessible	Broadway	E	3C	No	No	No	No
Mostly Accessible	Broadway	W	3C	No	No	No	No
Mostly Accessible	Hendrick Ave	N	4	No	No	No	No
Mostly Accessible	Hendrick Ave	N	4	No	No	Yes	No
Mostly Accessible	Hendrick Ave	N	4	No	No	No	No
Mostly Accessible	Kingston St	W	4	No	No	No	No
Mostly Accessible	Pawling St	W	4	No	No	No	No
Mostly Accessible	Hendrick Ave	S	4	No	No	No	No
Mostly Accessible	Wards La	S	5	No	No	No	No
Mostly Accessible	Wards La	N	5	No	No	No	No

Accessibility Rating	Sidewalk Address	Side of Street	Priority	Heaving Panels?	Missing Panels?	Obstructions?	Too Narrow?
Mostly Accessible	Wards La	N	5	No	No	No	No
Mostly Accessible	Wards La	N	5	No	No	No	No
Mostly Accessible	Wards La	N	5	No	No	No	No
Mostly Accessible	Wards La	N	5	No	No	No	No
Mostly Accessible	Wards La	N	5	No	No	No	No
Mostly Accessible	Glenwood Rd	N	5	No	No	No	No
Mostly Accessible	Canal Rd	E	5	No	No	No	No
Mostly Accessible	Elmwood Rd	E	5	No	No	No	No
Mostly Accessible	River Hill Ave	N	5	No	No	No	No
Mostly Accessible	Park La N	E	5	No	No	No	No
Mostly Accessible	N Lyons Ave	W	5	No	No	No	No
Mostly Accessible	Canal Rd	E	5	No	No	No	No
Mostly Accessible	Canal Rd	E	5	No	No	No	No
Mostly Accessible	Clifford Rd	S	5	No	No	No	No
Mostly Accessible	Wards La	S	5	No	No	No	No
Fully Accessible	Wolfert Ave	N	3A	No	No	No	No
Fully Accessible	Ramp from Broadway NB to	S	3B	No	No	No	No

INTERSECTIONS

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
Inaccessible Curb Ramp	N Pearl St	E	2	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
DWS Barrier	Wolfert Ave	N	2	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Broadway	W	3A	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Broadway	W	3A	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Wolfert Ave	N	3A	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Wolfert Ave	N	3A	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Wards La	N	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
DWS Barrier	Wards La	S	5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
DWS Barrier	Wards La	S	5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
DWS Barrier	Wards La	S	5	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
DWS Barrier	Wards La	N	5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
DWS Barrier	Wards La	N	5	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Wards La	N	5	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Wards La	N	5	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Wards La	N	5	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DWS Barrier	Wards La	N	5	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Pedestrian Signal Barrier	Broadway	E	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	W	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Wards La	S	3A	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	E	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	E	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
Pedestrian Signal Barrier	Broadway	E	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	W	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	W	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	W	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Wolfert Ave	N	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier			3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	E	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Menand Rd	S	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Brookside Ave	N	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Brookside Ave	S	3B	Yes	Yes	Yes	No				
Pedestrian Signal Barrier	Broadway	E	3B	Yes	Yes	Yes	No				
Pedestrian Signal Barrier	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Ramp from I 787	N	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	W	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
Pedestrian Signal Barrier	Broadway	W	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	E	3C	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier	Broadway	E	3C	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier			5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier			5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pedestrian Signal Barrier			5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Curb Ramp	Wolfert Ave	N	2	No			No				
No Curb Ramp	N Pearl St	E	2	No			No				
No Curb Ramp	Amsterdam Ave	S	2	No			No				
No Curb Ramp	Amsterdam Ave	S	2	No			No				
No Curb Ramp	Amsterdam Ave	S	2	No			No				
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Broadway	W	3C	No			No				

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Broadway	W	3C	No			No				
No Curb Ramp	Clifford Rd	S	3C	No			No				
No Curb Ramp	Elmwood Rd	E	5	No			No				
No Curb Ramp	Elmwood Rd	E	5	No			No				
No Curb Ramp	Canal Rd	E	5	No			No				
No Curb Ramp	Canal Rd	E	5	No			No				
No Curb Ramp	Canal Rd	E	5	No			No				
No Curb Ramp	Wards La	S	5	No			No				
No Curb Ramp	River Hill Ave	N	5	No			No				
No Intersection Barriers	Menand Rd	N	1	Yes	Yes	Yes	No				

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Menand Rd	N	1	Yes	Yes	Yes	No				
No Intersection Barriers	Menand Rd	N	1	Yes	Yes	Yes	No				
No Intersection Barriers	Menand Rd	N	1	Yes	Yes	Yes	No				
No Intersection Barriers	Menand Rd	S	1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Menand Rd	N	1	Yes	Yes	Yes	No				
No Intersection Barriers	Menand Rd	S	1	Yes	Yes	Yes	No				
No Intersection Barriers	Menand Rd	S	1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Brookside Ave	N	1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Brookside Ave	N	1	Yes	Yes	Yes	No				
No Intersection Barriers	Brookside Ave	N	1	Yes	Yes	Yes	No				
No Intersection Barriers	Brookside Ave	N	1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Wolfert Ave	N	2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Wolfert Ave	N	2	Yes	Yes	Yes	No				
No Intersection Barriers	Wolfert Ave	S	2	Yes	Yes	Yes	No				
No Intersection Barriers	N Pearl St	W	2	Yes	Yes	Yes	No				
No Intersection Barriers	N Pearl St	W	2	Yes	Yes	Yes	No				
No Intersection Barriers	Wolfert Ave	N	2	Yes	Yes	Yes	No				
No Intersection Barriers	Wolfert Ave	N	2	Yes	Yes	Yes	No				
No Intersection Barriers	Wolfert Ave	S	2	Yes	Yes	Yes	No				
No Intersection Barriers	Wolfert Ave	S	2	Yes	Yes	Yes	No				
No Intersection Barriers	Hutton St	W	2	Yes	Yes	Yes	No				
No Intersection Barriers	Amsterdam Ave	N	2	Yes	Yes	Yes	No				

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Amsterdam Ave	N	2	Yes	Yes	Yes	No				
No Intersection Barriers	Amsterdam Ave	N	2	Yes	Yes	Yes	No				
No Intersection Barriers	Amsterdam Ave	N	2	Yes	Yes	Yes	No				
No Intersection Barriers	Wolfert Ave	N	2	Yes	Yes	Yes	No				
No Intersection Barriers	Wolfert Ave	N	2	Yes	Yes	Yes	No				
No Intersection Barriers	Wolfert Ave	N	2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Wolfert Ave	S	2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Amsterdam Ave	S	2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Amsterdam Ave	N	2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	N Pearl St	W	2	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	S	3A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	W	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	W	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Broadway	E	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Wolfert Ave	S	3A	Yes	Yes	Yes	No				
No Intersection Barriers	Tillinghast Ave	N	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Tillinghast Ave	S	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Brookside Ave	N	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Broadway	W	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Broadway	E	3B	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	N	3B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Broadway	W	3C	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Glenwood Rd	N	3C	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Glenwood Rd	S	3C	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Menand Rd	N	3C	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers			3C	Yes	Yes	Yes	Yes	Yes		Yes	Yes
No Intersection Barriers			3C	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Hendrick Ave	N	4	Yes	Yes	Yes	No				
No Intersection Barriers	Hendrick Ave	N	4	Yes	Yes	Yes	No				
No Intersection Barriers	Hendrick Ave	N	4	Yes	Yes	Yes	No				
No Intersection Barriers	Hendrick Ave	S	4	Yes	Yes	Yes	No				
No Intersection Barriers	Hendrick Ave	S	4	Yes	Yes	Yes	No				
No Intersection Barriers	Hendrick Ave	N	4	Yes	Yes	Yes	No				

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Hampton St	N	4	Yes	Yes	Yes	No				
No Intersection Barriers	Highland St	N	4	Yes	Yes	Yes	No				
No Intersection Barriers	Highland St	S	4	Yes	Yes	Yes	No				
No Intersection Barriers	Hendrick Ave	N	4	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Hendrick Ave	S	4	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Clifford Rd	S	5	Yes	Yes	Yes	No				
No Intersection Barriers	Canal Rd	E	5	Yes	Yes	Yes	No				
No Intersection Barriers	E Elmwood Rd	S	5	Yes	Yes	Yes	No				
No Intersection Barriers	Canal Rd	E	5	Yes	Yes	Yes	No				
No Intersection Barriers	E Elmwood Rd	S	5	Yes	Yes	Yes	No				
No Intersection Barriers	Tillinghast Ave	N	5	Yes	Yes	Yes	No				

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Tillinghast Ave	S	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No Intersection Barriers	Wards La	S	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	S	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	No				

Accessibility Barrier	Road Name	Street Side	Priority	Curb Ramp Present?	Curb Ramp Flush?	Sufficient Width?	DWS Present?	Sufficient DWS Width?	Sufficient DWS Depth?	Sufficient DWS Color?	Sufficient DWS Condition?
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	S	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	S	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	N	5	Yes	Yes	Yes	No				
No Intersection Barriers	Wards La	S	5	Yes	Yes	Yes	No				
No Intersection Barriers			5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

CROSSINGS	
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[illegible]

Accessibility Rating	Road Name	Priority	Pedestrian access route present?	Type of barriers at this crossing?	A painted/designated crosswalk?	Condition of the crosswalk paint/material?
No Crossing Barrier	Hutton Street	2	Yes		No	
No Crossing Barrier	Hutton Street	2	Yes		No	
No Crossing Barrier	Hutton Street	2	Yes		No	
No Crossing Barrier	Hutton Street	2	Yes		No	
No Crossing Barrier	Hutton St	2	Yes		No	
No Crossing Barrier	Amsterdam Avenue	2	Yes		No	
No Crossing Barrier	Amsterdam Avenue	2	Yes		No	
No Crossing Barrier	Wolfert Avenue	2	Yes		No	
No Crossing Barrier	Van Rensselaer Boulevard	2	Yes		No	
No Crossing Barrier	North Pearl Street	2	Yes		No	
No Crossing Barrier	Broadway	3A	Yes		No	
No Crossing Barrier	Broadway	3A	Yes		Yes	Good
No Crossing Barrier	93 Broadway Driveway	3A	Yes		No	
No Crossing Barrier	85 Broadway Driveway	3A	Yes		No	
No Crossing Barrier	79 Broadway Driveway	3A	Yes		No	
No Crossing Barrier	73 Broadway Driveway	3A	Yes		No	

[illegible]

Accessibility Rating	Road Name	Priority	Pedestrian access route present?	Type of barriers at this crossing?	A painted/designated crosswalk?	Condition of the crosswalk paint/material?
No Crossing Barrier	209 Broadway Driveway	3B	Yes		Yes	Fair
No Crossing Barrier	191 Broadway Parking Lot	3B	Yes		No	
No Crossing Barrier	200 Broadway Driveway	3B	Yes		No	
No Crossing Barrier	228 Broadway Driveway	3B	Yes		Yes	Fair
No Crossing Barrier	232 Broadway Driveway	3B	Yes		Yes	Fair
No Crossing Barrier	Riverview Center Driveway	3B	Yes		Yes	Good
No Crossing Barrier	145 Broadway Driveway	3B	Yes		Yes	Good
No Crossing Barrier	145 Broadway Driveway	3B	Yes		Yes	Good
No Crossing Barrier	Broadway	3B	Yes		Yes	Good
No Crossing Barrier	Broadway	3B	Yes		Yes	Good
No Crossing Barrier	Broadway	3B	Yes		Yes	Good
No Crossing Barrier	125 Broadway Driveway	3B	Yes		No	
No Crossing Barrier	Broadway	3B	Yes		No	
No Crossing Barrier	Broadway	3B	Yes		Yes	Good
No Crossing Barrier	Broadway	3C	Yes		Yes	Good
No Crossing Barrier	Cemetery Ave	3C	Yes		Yes	Good

Accessibility Rating	Road Name	Priority	Pedestrian access route present?	Type of barriers at this crossing?	A painted/designated crosswalk?	Condition of the crosswalk paint/material?
No Crossing Barrier	Broadway	3C	Yes		No	
No Crossing Barrier	Broadway	3C	Yes		Yes	Good
No Crossing Barrier	Broadway	3C	Yes		Yes	Fair
No Crossing Barrier	Broadway	3C	Yes		Yes	Fair
No Crossing Barrier	Broadway	3C	Yes		Yes	Good
No Crossing Barrier	Broadway	3C	Yes		No	
No Crossing Barrier	Broadway	3C	Yes		No	
No Crossing Barrier	Broadway	3C	Yes		No	
No Crossing Barrier	Hendrick Avenue	4	Yes		No	
No Crossing Barrier	Hampton Street	4	Yes		No	
No Crossing Barrier	Hampton Street	4	Yes		No	
No Crossing Barrier	Hendrick Avenue	4	Yes		No	
No Crossing Barrier	Market	5	Yes		No	
No Crossing Barrier	Midland Farms Driveway	5	Yes		No	
No Crossing Barrier	Wards Ln	5	Yes		Yes	Good
No Crossing Barrier	Park Lane North	5	Yes		Yes	Good

Accessibility Rating	Road Name	Priority	Pedestrian access route present?	Type of barriers at this crossing?	A painted/designated crosswalk?	Condition of the crosswalk paint/material?
No Crossing Barrier	Park Lane North	5	Yes		No	
No Crossing Barrier	Park Lane North	5	Yes		Yes	Poor
No Crossing Barrier	Wards Ln	5	Yes		No	
No Crossing Barrier	Wards Ln	5	Yes		No	
No Crossing Barrier	Wards Lane	5	Yes		No	
No Crossing Barrier	Broadway	5	Yes		No	
No Crossing Barrier	11 Wards Ln Driveway	5	Yes		No	
No Crossing Barrier	Van Rensselaer Blvd	5	Yes		Yes	Good
No Crossing Barrier	Wards Ln	5	Yes		Yes	Good

APPENDIX E: ADA POLICY STATEMENT

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), the Village of Menands will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: The Village of Menands does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

Effective Communication: The Village of Menands will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the Village of Menands's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The Village of Menands will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in the Village of Menands offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Village of Menands, should contact the ADA Compliance Officer at 280 Broadway, Menands NY 12204, or Telephone: (518) 434-2922, as soon as possible but preferably no later than 48 hours before the scheduled event. Requests later than 48 hours will be accommodated to the extent possible.

The ADA does not require the Village of Menands to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the Village of Menands is not accessible to persons with disabilities should be directed to the ADA Coordinator.

The Village of Menands will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

APPENDIX F: GRIEVANCE PROCEDURE

Village of Menands Grievance Procedure

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the Village of Menands. The Village of Menands' Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or their designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Mailing Address:
Menands Village Clerk
280 Broadway
Menands, NY 12204

Telephone: (518) 434-2922

Within 60 days after the filing of the complaint, an investigation shall be conducted and completed, including, if necessary, a meeting with the complainant to discuss the complaint and possible resolutions. No later than 60 days after complaint submittal, a determination shall be issued by the Village Clerk and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The determination will explain the position of the Village of Menands and offer options for substantive resolution of the complaint.

If the determination by the Village Clerk in writing does not satisfactorily resolve the issue, the complainant and/or his/her/their designee may appeal the decision within 30 calendar days after receipt of the response to the Village's Mayor or their designee.

The Village's Mayor, or their designee, in writing will review the complaint and, if necessary, meet with the complainant to discuss the complaint and possible resolutions. Within 60 calendar days after receipt of the appeal, the Mayor or their designee in writing will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the Village Clerk or the Mayor or their designee in writing, and responses from these two offices will be retained by the Village of Menands for at least three (3) years.

APPENDIX G: ADA COORDINATOR CONTACT INFORMATION

Village of Menands ADA Coordinator

All complaints and/or questions regarding accessibility of any public buildings, pedestrian facilities within the right-of-way, or other programs, services, or activities of the Village of Menands should be directed to designated official below.

Title: Village Clerk

Telephone: 518-434-2922

Mailing Address:

280 Broadway

Menands, NY

12204

APPENDIX H: PUBLIC COMMENT

One public comment was received on the report.

"The plan looks very thorough. It makes sense to prioritize fixing the sidewalks where projects are happening or where people use them the most. Hopefully, NYS will be able to do some of the improvements along Broadway in the future, as there are a fair number of inaccessible sidewalks and transit stops in the North end of the Village."

Lisa Neuman

APPENDIX I: SIDEWALK REPAIR STUDY



PSS CA24-170-02

VILLAGE OF MENANDS – BROOKSIDE AVE & MENAND RD

SIDEWALK TRIP HAZARD REMOVAL SURVEY AND PROPOSAL



June 18, 2024

© 2024 Precision Safe Sidewalks, LLC.

Presented to: Brian Marsh, Mayor

Submitted by: Colt Agnew, Business Development Manager

(800) 734-8891 ext. 335 M: (716) 229-9248 | c.agnew@precisionsafesidewalks.com



ESTIMATE: This estimate has been prepared for:

VILLAGE OF MENANDS – TRIP & FALL HAZARD REMOVAL

Brian Marsh, Mayor

280 Broadway, Menands, NY 12204
518-434-2922 | bmarsh@menandsny.gov

EXECUTIVE SUMMARY:

Using the information provided by Brian Marsh for the Village of Menands, Precision Safe Sidewalks conducted a risk assessment in a project area to identify sidewalk hazards that create trip-and-fall liabilities. Our assessment, conducted using the specifications of the Americans with Disabilities Act (ADA), revealed 149 trip-and-fall hazards (Vertical Height Displacements) as shown in Table 1 below:

TABLE 1: MILEAGE			
LOCATION	Estimated Sidewalk Miles	Total Hazards	Ave Hazard Occurrence (Feet)
Village of Menands - Brookside Ave & Menand Rd	2.0	149	71
TOTAL	2.0	149	71
*** Average Hazard Occurrence = 71 Feet ***			

We observed that the overall sidewalk infrastructure in the assessed area is in generally good structural condition and is an ideal application for our precision-concrete-cutting repair method. Precision Safe Sidewalks proposes to remove all **149 sidewalk trip-and-fall hazards** in the assessed areas, meeting the customer's requirements, for **\$17,747**. We have also provided the option to select a subset of the hazards for repair by CLASS.

Should you request all hazards be repaired, Precision Safe Sidewalks can complete the work in as few as **4** workdays with 2 technicians. While the sidewalk restoration project is underway, we will:

- ✓ keep the sidewalks in service
- ✓ require no heavy equipment or traffic control
- ✓ remove all debris and recycle the concrete waste materials
- ✓ leave the repaired areas clean and free of trip-and-fall hazards.

Please note that our assessment also identified approximately **25 square feet** that cannot be repaired, shown in Exhibit C. The hazards shown in Exhibit C require demolition and replacement (D&R), which our company does not provide.



ESTIMATE & PROPOSAL
VILLAGE OF MENANDS
PROPOSAL NUMBER PSS CA24-170-02

Precision Safe Sidewalks, LLC.
Albany NY | Western PA
Mechanicsville VA | Charleston WV
Washington DC | Raleigh NC | Charlotte NC
Office/Fax: (800) 734-8891
www.precisionsafesidewalks.com

ESTIMATED SAVINGS SUMMARY:

We estimate our innovative, proprietary, precision-concrete-cutting method will save the Village of Menands more than **\$31,408** on this project versus traditional D&R methods.

We would be happy to discuss any aspect of this proposal and look forward to working with the Village of Menands to enhance its sidewalk ADA compliance program, reduce liability for trip-and-fall incidents, and improve the safety and walkability of public walkways.

At the Village of Menands's request, Precision Safe Sidewalks, LLC. will evaluate additional or alternate locations where our repair services can help stretch funds for sidewalk repairs.

RISK MANAGEMENT:

Vertical Height Displacements (VHDs) with a differential between panels exceeding $\frac{1}{4}$ " are considered accessibility barriers, pose a risk of trip-and-fall incidents, and are non-compliant with the Public Right-of-Way Accessibility Guidelines (PROWAG). It is important to note that all VHDs present a potential hazard to both individuals with disabilities and those without and can lead to accessibility barriers and trip-and-fall incidents. Our organization offers a classification system for trip-and-fall hazards based on height differentials, which can provide options for those with limited budgets.

It is worth noting that the risk of a trip-and-fall incident is generally equal for all identified hazards that require repair using our precision concrete cutting process. **Interestingly, customers have informed us that VHDs with a $\frac{1}{2}$ " differential actually result in more incidents than larger VHDs, likely due to the fact that individuals have difficulty perceiving the differential, leading to a higher rate of trip-and-fall incidents.**

**RISK ASSESSMENT HAZARD LOCATIONS
VILLAGE OF MENANDS
280 BROADWAY, MENANDS, NY 12204**



📍 – VHD 1" to 2½" (Red)

📍 – ADA Access

📍 – Gutter Pan

★ – Catch Basin

📍 – VHD ½" to 1" (Blue)

📍 – Driveway

📍 – Lead Walk

📍 – Recut

📍 – VHD ¼" to ½" (Yellow)

📍 – Concrete-to-Brick

📍 – Curb



METHODOLOGY – PREPARING THIS ESTIMATE:

1. A census was conducted, and the following hazards were identified and grouped into three CLASSES:

CLASSES & SPECIFICATIONS

VHD 1" to 2½"

VHD ½" to 1"

VHD ¼" to ½" – Not Surveyed

2. An estimate of inch feet for each CLASS was prepared based on a slope of 1:8 for up to ½" and 1:12 for ½"-2½".
3. A fixed bid was prepared giving the flexibility to choose to repair hazards by CLASS or all hazards in the proposal.

PRICING **OPTION 1:** REPAIR SELECTED HAZARDS BY CLASS

TABLE 2: SIDEWALK TRIP & FALL HAZARDS			
LOCATION	CLASS	HAZARDS	PRICE
Village of Menands - Brookside Ave & Menand Rd	VHD ¼" to ½"	0	\$0
	VHD ½" to 1"	114	\$12,869
	VHD 1" to 2½"	35	\$5,943
	SUBTOTAL	149	\$18,811

Note: Our company minimum to mobilize is \$12,500

You can choose any or all cells for repair in this option. For example, if you choose to repair all the VHD ½" to 1" hazards, the price is \$12,869. The options to make sidewalk repairs at a slope of 1:10 or 1:12 are available for any pricing option.

PRICING **OPTION 2:** REPAIR ALL HAZARDS

Precision Safe Sidewalks will remove **all identified sidewalk hazards in the assessed area** from ½" to 2½" for a **fixed price of \$17,747.**



SCOPE OF WORK:

The scope of work includes identifying, measuring, recording, marking, and repairing the sidewalk hazards noted in our census at a slope of 1:8 for up to ½" and 1:12 for ½"-2½" (handicap ramps at 1:12), and removing approximately 213 lbs. of concrete debris from the area. Typically, we recycle this debris.

AVERAGE PRICE PER SQUARE FOOT: \$5.42

There are 3,277 total square feet in the project area. Precision Safe Sidewalks' average price per square foot for the total project is \$5.42. While Precision Safe Sidewalks does not conduct Demolish & Replacement – (D&R) work, we can estimate that it would cost approximately \$15.00 per square foot for the Village of Menands to demolish and replace the project area using a third party. Estimated D&R costs for the Village of Menands would include:

- Cost of concrete – \$100 per cubic yard
- Underground scanning for lines, wires, utilities
- Tree and root removal
- Hydro excavation to remove soil with pressurized water near underground utilities
- Labor and Break up to remove existing concrete
- Labor to Pour, Form, Level, Finish, Float & Cut control joints.
- Fuel for multiple site visits to repair or break-up, remove, pour, remove forms, and restore adjacent items
- Equipment such as a backhoe, vehicle to transport backhoe, utility vehicle, and dump truck to remove debris
- Miscellaneous materials to prepare concrete
- Landscape repair

TABLE 3: COST PER SQUARE FOOT
\$5.42

ESTIMATED SAVINGS: \$31,408

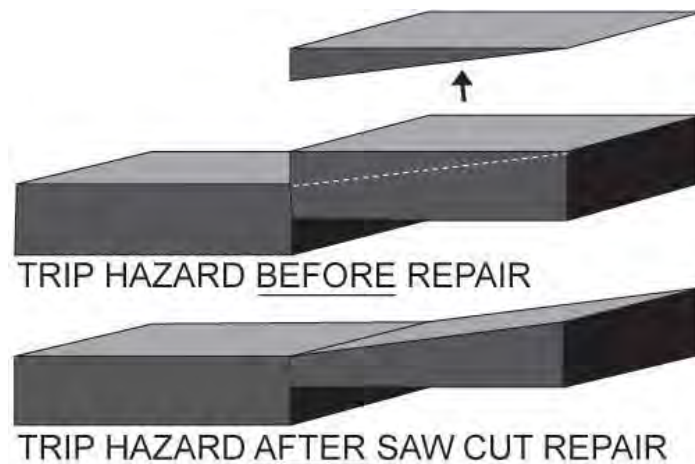
If all the panels were demolished and replaced by a third party at a replacement cost of \$15.00 per square foot, we estimate the Village of Menands will save more than \$31,408 by using Precision Safe Sidewalks proprietary repair process.

REPAIR SCHEDULE & DURATION: 4 – 5 Days

When scheduled, we estimate the repairs for all hazards on the property will require 4 to 5 workdays with the note that wet weather days will delay our operations. We will remove small sections (10' to 15') of sidewalk from service for periods that range from 3 minutes to 45 minutes and will control all traffic around these areas while they are being repaired. No assistance will be required from the Village of Menands, although we welcome site visits, evaluations, or inspections at your convenience at any time.

REPAIR SPECIFICATIONS:

1. Three measurements will be taken of every hazard:
 - Height¹ – the highest point of the hazard
 - Height² – the lowest point of the hazard
 - Length
 - Full Address Location
2. Hazards will be removed from the full length of the panel (full edge-to-edge repair);
3. Sidewalks will be repaired at a slope of 1:8 for up to ½" and 1:12 for ½"-2½"
4. Handicap ramps or special areas will be repaired at a slope of 1:12. Debris from repaired areas will be collected and removed
5. A dust abatement system will be used during all repair operations
6. The repaired area will be smooth and uniform with a coefficient of friction exceeding OSHA requirements for public walkways
7. A detailed, auditable invoice will be presented for every repair.



WARRANTY:

Precision Safe Sidewalks, LLC. guarantees its work as follows:

1. All trip and fall hazard repairs will have a zero point of differential in height with the adjacent panel.
2. Repairs will affect only the panel causing the hazard; adjacent panels or immovable objects will be unaffected.
3. The slope of all repairs will be at your specification. For this estimate, we have assumed a repair slope of 1:8; however, 1:10 or 1:12 may also be selected.
4. The repaired surface will exceed OSHA requirements for friction on public walkways.



SAFETY:

Precision Safe Sidewalks, LLC. has an impeccable safety record: we use OSHA-approved equipment, certify all employees who work directly in trip and fall hazard repair, and utilize outstanding safety practices for both employees and the public who may be using the walkways we are repairing. We have worked in dense urban, high-pedestrian-traffic areas and universities, as well as residential neighborhoods and historic districts to complete projects without incident. Our clients often receive unsolicited compliments for the work we have performed for them.

INSURANCE and INCORPORATION:

Precision Safe Sidewalks, LLC, is a corporation registered in the state of South Carolina with Certificates of Authority to operate in North Carolina, Virginia, West Virginia, Pennsylvania, New York, and the District of Columbia. We serve the entire states of North Carolina, Virginia, West Virginia, and the District of Columbia. Proof of liability, workers compensation, and auto insurance will be provided as requested.

SOLE SOURCE:

Due to the nature of our business, and in lieu of the competitive bidding process, frequently we have been asked to provide documentation that our technology relies upon proprietary methods, information, exclusive licenses, and/or patented equipment that have been issued by the U.S. Patent and Trademark office.

PSS is a franchisee of Precision Concrete Cutting (PCC). Within the states of North Carolina, Virginia, West Virginia, Pennsylvania, New York, and the District of Columbia, Precision Safe Sidewalks, LLC, is the sole party and sole licensee (license number: PCCVA2008A) to utilize PCC's proprietary training and method for identifying and removing sidewalk trip hazards. PSS also uses proprietary technology as described by the following patent numbers:

U.S. Pat. No. 11,628,596

U.S. Pat. No. 9,759,559

U.S. Pat. No. 9,494,407

Generally, these patents apply to the equipment and dust abatement system used by Precision Safe Sidewalks, LLC and enable us to provide the best available trip-and-fall hazard removal service to our clients. PSS also utilizes various trade secrets to conduct its work using its proprietary process for identifying, analyzing, and removing sidewalk trip hazards. As shown by the quality of our work, we use these trade secrets to provide unparalleled results for our customers. PSS also utilizes proprietary, copyright-protected software for the collection, organization, analysis, and presentation of trip hazards. This allows us to provide the most thorough and detailed sidewalk hazard surveys, which is the vital first step to an effective sidewalk asset management program.

US GREEN BUILDING COUNCIL MEMBER

As a member of the Green Building Council, we track savings from the use of our service, which is a green building practice. For this project, we estimate savings will include:



The U.S. Green Building Council (USGBC) is a 501(c)(3) nonprofit membership organization with a vision of a sustainable built environment within a generation. Its membership includes corporations, builders, universities, government agencies, and other nonprofit organizations. USGBC is dedicated to expanding green building practices and education and its LEED® (Leadership in Energy and Environmental Design) Green Building Rating System™.

GREEN PARAMETERS:

Estimated Natural Resources Saved:

- between 72 and 76 tons of waste concrete from removal and landfills (1,092 cubic feet of concrete at an average weight of 132 to 140 lbs. per cubic foot)
- approximately same amount of materials and resources to replace the concrete that was removed

Estimated Fossil Fuels Saved: 125 gallons

- hauling equipment to and from the site to remove sidewalks
- operating backhoe equipment to break up and remove concrete
- round trip transportation of 72 to 76 tons of debris to the landfill
- round trip transportation of new materials to replace the removed sidewalks

Estimated Greenhouse Gas Emissions Avoided: 10.8 Metric Tons CO₂

Our clients often wonder what reducing carbon dioxide (CO₂) emissions from repairing sidewalks means in everyday terms – instead of demolishing and replacing them. We have taken the parameters from your project and used the Greenhouse Gas Equivalencies Calculator (provided by the US Environmental Protection Agency) to help us understand just that. For this project, an estimated 10.8 *Metric Tons of CO₂ – Carbon Dioxide or CO₂ equivalent gases will not be produced*: This is the result of repairing the trip-and-fall hazards on sidewalks versus demolishing the sidewalk panels and sending them to the landfill.



PICTURES & SPECIAL CASES:

Pictures of VHD hazard examples and Special Cases in the project area are included in Exhibit A.

Some sidewalk panels were cracked but serviceable – if the hazard around the crack was repaired; if a panel had 2 or more cracks, no repair work was estimated. Generally, if a panel had one or two cracks and was serviceable, repairs were estimated and included in the totals above. These numbers are small and not significant.

UNREPAIRABLE HAZARDS:

A small percentage of trip-and-fall hazards cannot be repaired using our process. There are approximately 25 square feet of sidewalk that will require D&R, which we do not provide. Information about these hazards PSS cannot repair is shown in Exhibit C. If requested in advance, PSS can provide information to the customer about where those hazards are located.

CONFIDENTIALITY:

This copyrighted material is presented by Precision Safe Sidewalks, LLC. to the Village of Menands for the purpose of evaluating an offer to provide trip-and-fall hazard removal services. These literary, graphic, and pictorial works may not be reproduced or retransmitted in any form and the information presented in this proposal may not be disseminated without express written consent.

PROJECT INITIATION:

When advised of acceptance of this proposal, Precision Safe Sidewalks will assign an Operations Manager for the project who will conduct a kick-off meeting with the project manager assigned by the Village of Menands. During this meeting, we will discuss:

- Project Strategy and starting location
- Project Schedule and workdays
- Special scheduling requests
- Reporting on progress
- General specifications for repairs
- Contact information
- Additional Village of Menands requirements

EXHIBIT A: Sample Hazards



VHD 1" to 2½"
TRIP AND FALL HAZARD
Repairable using Precision
Concrete Cutting Process



VHD 1" to 2½"
TRIP AND FALL HAZARD
Repairable using Precision
Concrete Cutting Process



VHD ½" to 1"
TRIP AND FALL HAZARD
Repairable using Precision
Concrete Cutting Process



VHD ½" to 1"
TRIP AND FALL HAZARD
Repairable using Precision
Concrete Cutting Process

EXHIBIT B

Sidewalk Trip-and-Fall Hazard Repair Example



Curb Repair Examples



BEFORE

1+ Inch Curb Trip Hazard
Created by a Sunken Panel



AFTER

Curb Trip Hazard Removed
Now Level with Sidewalk Panel



EXHIBIT C

Unrepairable Hazards

(These areas require demolition & replacement, which PSS does not provide.)

TABLE 4: DEMOLISH & REPLACEMENT PANELS (D&R)	
Location	Square Feet
Village of Menands - Brookside Ave & Menand Rd	25
Total	25

Precision Safe Sidewalks does not conduct Demolition & Replacement (D&R) operations and this work must be performed by a third party.



DEMOLISH & REPLACE EXAMPLES

Precision Safe Sidewalks does not conduct Demolition & Replacement (D&R) operations; this work must be performed by a third party if the client so chooses. PSS provides this information as a courtesy only.



EXHIBIT D

Slope Specifications from Americans with Disabilities Act

303.3 Beveled. Changes in level between $\frac{1}{4}$ inch (6.4 mm) high minimum and $\frac{1}{2}$ inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

Advisory 303.3 Beveled. A change in level of $\frac{1}{2}$ inch (13 mm) is permitted to be $\frac{1}{4}$ inch (6.4 mm) vertical plus $\frac{1}{4}$ inch (6.4 mm) beveled. However, in no case may the combined change in level exceed $\frac{1}{2}$ inch (13 mm). Changes in level exceeding $\frac{1}{2}$ inch (13 mm) must comply with 405 (Ramps) or 406 (Curb Ramps).

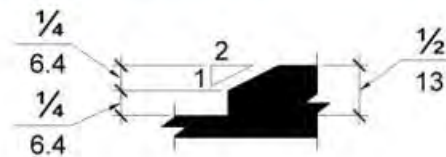


Figure 303.3
Beveled Change in Level

303.4 Ramps. Changes in level greater than $\frac{1}{2}$ inch (13 mm) high shall be *ramped*, and shall comply with 405 or 406.

405 Ramps

405.1 General. *Ramps* on *accessible* routes shall comply with 405.

EXCEPTION: In *assembly areas*, aisle *ramps* adjacent to seating and not serving *elements* required to be on an *accessible* route shall not be required to comply with 405.

405.2 Slope. *Ramp* runs shall have a *running slope* not steeper than 1:12.

EXCEPTION: In existing *sites*, *buildings*, and *facilities*, *ramps* shall be permitted to have *running slopes* steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to *space* limitations.

TECHNICAL

CHAPTER 4: ACCESSIBLE ROUTES

Table 405.2 Maximum Ramp Slope and Rise for Existing Sites, Buildings, and Facilities

Slope ¹	Maximum Rise
Steeper than 1:10 but not steeper than 1:8	3 inches (75 mm)
Steeper than 1:12 but not steeper than 1:10	6 inches (150 mm)

1. A slope steeper than 1:8 is prohibited.

Advisory 405.2 Slope. To accommodate the widest range of users, provide ramps with the least possible running slope and, wherever possible, accompany ramps with stairs for use by those individuals for whom distance presents a greater barrier than steps, e.g., people with heart disease or limited stamina.



ESTIMATE & PROPOSAL
VILLAGE OF MENANDS
PROPOSAL NUMBER PSS CA24-170-02

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Office/Fax: (800) 734-8891
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NOTES

1. PSS priced this proposal based on the customer's approved repair specifications. The ADA's guidance on sidewalk repair is provided in Exhibit D for the customer's review (see sections 303 and 405). Approval of this project by any method is approval of the specifications/slopes priced in the proposal.
2. PSS repairs only those uneven sidewalk panels specifically approved by you, our customer, and therefore makes no guarantee that the property is free of uneven sidewalk hazards or other trip hazards. Once on site, PSS may not complete an approved repair(s) in some cases because: (a) a hazard's actual measurement at the time of repair exceeds approved customer specifications, and/or (b) in the crew leader's judgment, our repair attempt would cause further damage to the concrete slab or be insufficient to satisfactorily remove the existing hazard and/or mitigate its potential liability. Such excluded hazards, if any, will be left "as found" and will require customer's alternative remedy.
3. After the project is completed, new trip-and-fall hazards may occur or reoccur due to tree roots, water, settling, and other natural and man-made causes outside of PSS' control. Upon completion of the project, PSS is not liable for any related claims, losses, or damages. PSS is not responsible for cracks or defects in poured concrete that may exist due to materials or methods used by original installer.
4. While we endeavor to perform our services in a professional, thorough, and workmanlike manner, we work with hundreds or thousands of hazards on each job and therefore cannot make any guarantees or warranties regarding the completeness of hazard removal. Should you identify any hazards that were missed, whether within the specified scope of this project or not, please contact us and we will work with you to address them.
5. PSS is an equal opportunity employer. PSS does not and shall not discriminate on the basis of race, color, religion (creed), gender, gender identity, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military status, in any of its activities or operations. These activities include, but are not limited to, hiring and firing of staff, selection of volunteers and vendors, and provision of services. We are committed to providing an inclusive and welcoming environment for all members of our staff, volunteers, subcontractors, vendors, and clients. We will not discriminate and will take affirmative action measures to ensure against discrimination in employment, recruitment, advertisements for employment, compensation, termination, upgrading, promotions, and other conditions of employment against any employee or job applicant on the bases of race, color, religion (creed), gender, gender identity, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military or veteran's status.
6. PSS is committed to providing a safe environment for all its employees free from discrimination on any ground and from harassment at work including sexual harassment. PSS will treat all incidents seriously and promptly investigate all allegations of sexual harassment. Any person found to have sexually harassed another will face disciplinary action, up to and including dismissal from employment. All complaints of sexual harassment will be taken seriously and treated with respect and in confidence. No one will be retaliated against for making such a complaint. Sexual harassment is unwelcome conduct of a sexual nature which makes a person feel offended, humiliated, and/or intimidated. It includes situations where a person is asked to engage in sexual activity as a condition of that person's employment, as well as situations which create an environment that is hostile, intimidating, or humiliating for the recipient. Sexual harassment may involve one or more incidents, and actions constituting harassment may be physical, verbal, or non-verbal.
7. In accepting any portion of this proposal, if you certify that a job or project is not subject to prevailing wage, and it is later determined to be a prevailing wage job, there will be a 30% upcharge or the calculated additional cost of the wages, whichever is greater.



ESTIMATE & PROPOSAL
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8. Although drawn by PSS, this Agreement shall – in the event of any dispute over its meaning or application – be interpreted fairly and reasonably and neither more strongly for nor against either Party.

9. The undersigned (the “Customer”) hereby engages Precision Safe Sidewalks (“PSS”) and agrees to the terms and conditions set forth below. PSS removes only those trip-and-fall hazards specifically requested by customers. PSS makes no guarantee or representation that the property is free of trip-and-fall hazards after the contract is completed. In addition, PSS only performs certain trip-and-fall hazard repairs. Among other things, PSS does not remove and replace sidewalk. Furthermore, to preserve clients’ budgets, PSS typically does not perform any repair at or around any sidewalk slab that requires demolition and replacement (D&R). Also, it is recognized that after completion of the contract, trip-and-fall hazards may and frequently do continue to move naturally over time due to roots, water, freezing, pipes, and other natural or man-made causes. PSS is not responsible for movement or changes in the sidewalk and is not liable for any related claims, losses, damages, or liabilities pertaining thereto. It is the customer’s responsibility to provide proper access to the project area, and PSS assumes no liability for trip-and-fall hazards that cannot be identified or repaired due to parked vehicles or other obstacle preventing safe and practical access.

10. Pricing is valid for 90-days and is based on the volume of work represented in the proposal. If the PSS sidewalk project assessment is more than 12 months old at the time of signature of the contract, there will be a 10% price increase allowance to provide for possible increases in trip-and-fall hazard measurements.

11. By signing below acceptance of proposal, I attest that I have read the above statements, understand them completely, and agree. I confirm that I am duly authorized to sign this agreement on behalf of the Customer. By my signature, I authorize PSS to complete the work detailed in this proposal in accordance with PSS’s schedule and pricing below and attached. Also, payment of PSS’s invoice(s) will confirm that I have inspected PSS’s work and that it was performed to my satisfaction.

12. Hazard Remedy Disclaimer. Pursuant to this agreement, PSS is utilizing commercially reasonable efforts to locate and remedy hazards within the scope of its engagement. PSS’s engagement, however, is not and shall not be interpreted as a warranty or guarantee that all hazards and potential hazards have been identified and remedied. Hazards can be difficult to locate and may be hidden in various ways; while PSS will attempt to locate all reasonably identifiable hazards, PSS cannot guarantee that it will locate all hazards. In addition, worksites can change on a daily basis (or more frequently), and PSS is not responsible for ongoing changes to worksites after it identifies and remedies hazards. By signing this agreement, Customer agrees and acknowledges that PSS cannot and does not claim to identify and remove all hazards from the worksite, and that Customer, and not PSS, holds responsibility for hazards on its property.

13. This proposal is valid for 60 days from the issuance date. After that date, PSS’ survey (and therefore our pricing) will become outdated, as sidewalk panels are always shifting, creating new hazards. Your post 60 days pricing would be **79** and would be valid until 180 days after this proposal’s issuance date.



ESTIMATE & PROPOSAL
VILLAGE OF MENANDS
PROPOSAL NUMBER PSS CA24-170-02

Precision Safe Sidewalks, LLC.
Albany NY | Western PA
Mechanicsville VA | Charleston WV
Washington DC | Raleigh NC | Charlotte NC
Office/Fax: (800) 734-8891
www.precisionsafesidewalks.com

ACCEPTANCE OF PROPOSAL

FAX TO: (800) 734-8891

Or EMAIL TO: c.agnew@precisionsafesidewalks.com

SCOPE of PROJECT:

Repair of trip and fall hazards in areas identified in PROPOSAL
NUMBER: PSS CA24-170-02

OPTION/COST:

P. O. NUMBER:

APPROVED BY:

Date:

Name:

Signature:

Title:

Phone:

Email:

NOTES:

Will this project require payment of prevailing wage and/or certified payroll reports? YES ☐ NO ☐

Is your company exempt from NY state sales tax? YES ☐ NO ☐

(If yes, please provide a copy of your exemption certificate for our records.)

Upon receipt of this signed acceptance, Precision Safe Sidewalks, LLC. will schedule the requested repairs. Every effort will be made to accommodate the Requested Start Date. Approved projects are subject to progress billing.