RESOLUTION NO. 775

A RESOLUTION ADOPTION A FIVE-YEAR AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN FOR PUBLIC RIGHT-OF-WAY BEGINNING 2023 AND ENDING 2028.

WHEREAS, the city had an ADA inventory done on June 8, 2023;

WHEREAS, the city had a presentation at city council on June 19, 2023 and requested public comment and referred to a future townhall for open comment;

WHEREAS, the city administered and online survey to allow participants time to consider the information and their experience, June 13 – July 19, 2023;

WHEREAS, the city held a townhall at council chambers on July 10, 2023 for public input;

NOW, THEREFOR, BE IT RESOLVED by the City Council for the City of Woodland that the Five-year ADA Transition Plan for Public Right-of-way for 2023-2028, attached hereto as "Exhibit A", is hereby adopted.

Adopted this 18th day of December 2023.

CITY OF WOODLAND

William A. Finn, Mayor

ATTEST:

Georgina D. Anderson, Deputy Clerk-Treasurer

APPROVED AS TO FORM:

Frank F. Randolph, City Attorney

Exhibit A for Resolution 775

Americans with Disabilities Act
Transition Plan for Public Right-of-Way

Prepared for:

City of WOODLAND WASHINGTON

Prepared By:

GIBBS & OLSON
CIVIL ENGINEERS • LAND SURVEYORS

December 18, 2023

Gibbs & Olson Project No. 0876.4534

Table of Contents

Section I – Background

This document is being developed in accordance with federal requirements outlined in Section 504 of the Rehabilitation Act of 1973 (Section 504), and the Americans with Disabilities Act of 1990 (ADA). Section 504 prohibited exclusion, denial of benefits, or discrimination based on disability for any program or activity receiving federal financial assistance. The ADA was later passed, building on Section 504, by prohibiting discrimination against individuals with disabilities in all areas of public life. A primary goal of the ADA is the equal participation of individuals with disability in programs, activities, services, and in general American society. Title II of the ADA, on public services and transportation, pertains to the programs, activities, and services of local governments. The administrative requirements contained in Title II that apply to the City of Woodland include:

- Conduct a self-evaluation of facilities.
- Develop a transition plan to identify accessibility barriers, provide methods to improve accessibility, and specify a schedule for improvements.
- Designate ADA/504 coordinator.
- Create an ADA concern/suggestion procedure.

The City of Woodland is committed to an ongoing effort to provide equal access to all citizens in the community. In accordance with Title II of the ADA, this plan is to improve accessibility within the public Right-of-Way (ROW) and on City properties. The goal is to ensure facilities for pedestrian use are readily accessible to, and usable by, individuals with disabilities. Due to the broad nature of the ADA, as well as limited budget associated with a city the size of Woodland, this document's primary focus is public ROW facilities (e.g., sidewalks, pedestrian ramps, crossings, etc.) as well as access to parks and City-owned facilities (e.g., City Hall, treatment plants, public works etc.).

Section II – Self-Evaluation

The City of Woodland conducted a self-evaluation of its policies (including facilities), programs, services, and activities to determine whether Section 504/ADA accessibility requirements are being met. This section emphasizes addressing ADA accessibility requirements associated with public ROW facilities. This was accomplished by identifying and creating an inventory of barriers that restrict or limit persons with disabilities from access to public spaces. The self-evaluation activity also reviewed current construction standards and the inventory of existing physical conditions of facilities such as sidewalks, ramps and crossings, parks and public facilities.

Construction Standards

The City of Woodland transportation standards details associated with ADA, shown in Appendix E, were reviewed against the current ADA standards in the Public Right-of-Way Accessibility Guidelines (PROWAG). This was to ensure that new and altered facilities are designed to be readily accessible and usable by persons with disabilities.

ADA standards that the Woodland standard details were compared against include:

- Pedestrian Access Route Width: 4 feet minimum
- Ramp Running Slope: 1:12 (8.3%) maximum
- Sidewalk Cross Slope: 1:48 (2%) maximum
- Landing Area: 4 feet by 4 feet
- Landing Slope: 1:48 (2%) maximum
- Curb Ramp Flare Slope: 1:10 (10%) maximum
- Curb Ramp Length: 15 feet maximum
- Detectable Warning Surface: 2 feet width along bottom of curb ramp.

Currently implemented City policies, standards, and practices aligned with the PROWAG. Therefore, future construction within the ROW and on City owned property is expected to meet the highest level of ADA accessibility unless it is structurally impractical to achieve full compliance.

Sidewalks

A sidewalk evaluation was conducted by the City of Woodland in the summer of 2022. In this study, the City identified areas where the sidewalk does not meet ADA compliance. The barriers found include:

- Tripping Hazard
- Roots that raised the walk
- Crack panels that have started to sink.
- Curbs in the identified ADA pathway

After identifying the areas as shown on the Sidewalk Inventory Map and the Sidewalk Accessibility Barriers spreadsheet, included in Appendix A, a letter was sent to the responsible parties for the appropriate repairs to be performed. The main body of the letter contained general language to each property owner as follows:

> *Sidewalks that need repair or replacement are to be fixed by the abutting property owner. Said property owner must take action towards these repairs within 30 days of being notified as they are liable for any issues caused by this obstruction. The property owner should start by obtaining an estimate from a contractor of their choice. The City recommends gathering three estimates, and is attaching a list of several contractors in the area, to the notices. The owner, however, does not have to choose a company from that list. Permits are required for this work due to its location in the right-of-way. These repairs must comply with and meet the city standards which can be found online (https://www.ci.woodland.wa.us/publicworks/page/engineering-standards-construction) or at the Public Works office (236B Davidson Avenue, Woodland, WA 98674). Once the repair is complete, the property owner is to notify the City of Woodland so they can inspect. Please notify us when the repair is completed so we can inspect and mark you off our list. If you have any questions, please contact me at the information provided below. Thank you for your cooperation.*

The City's code enforcement department is continuing to resolve the identified sidewalks accessibility deficiencies. The status of the improvements completed as of June 2023 can be found in appendix A.

Ramps & Crossings

To further the self-evaluation initiated by the City of Woodland, Gibbs & Olson evaluated the ADA ramps and crossings in summer 2023. The ramps were analyzed to ensure compliance with ADA requirements outlined in the city standard details and the PROWAG. In total, 421 curb ramps and crossings were analyzed. During this evaluation, it was determined that 247 are constructed to current ADA standards and 174 require updating, either partially or fully, to current standards. There are various reasons why a ramp requires updating, ranging from lack of a detectable warning surface to full ramp replacement being necessary. The Ramps & Crossing Inventory Map and Spreadsheet, included in Appendix B, shows the locations, and provides detail on the barriers resulting in noncompliance.

Public Parks

Parks are one of the key attractions to Woodland, and as such, the City has prioritized updating the parks to accommodate all citizens to participate in recreation. Public parks were evaluated based on PROWAG Chapter 10: Recreation Facilities, with the primary focus of play areas. Features evaluated include accessible routes, play components, clear widths, ramps, and appropriate surfacing. Parking stalls and ADA accessible stalls were also counted during the field inventory. Where applicable, bathrooms were checked to ensure that push buttons or other ADA accommodations are present to allow access to the facility. The Public Parks Inventory Spreadsheet, included in Appendix C, provides detail on the current condition and inventory barriers of the City parks.

Public Facilities

The City of Woodland is committed to providing accessibility to all facilities to any who may use them. The use of a public facility includes working, touring, paying bills, and attending public meetings. Public facilities were evaluated based on PROWAG Chapter 5: General Site and Building Elements, with the primary focus on parking spaces and loading zones. Additionally, the analysis included ramps, where necessary, and navigable paths with appropriate surfacing. The Public Facilities Inventory Spreadsheet, included in Appendix D, provides data on the evaluation of the City's facilities.

Section III – Public Engagement

As an addition to the self-evaluation, the City of Woodland provided opportunities for interested parties, including members of the disabled community, to participate in the process of identifying accessibility barriers. The goal of public engagement was to invite community members to participate and reflect public input, especially from those affected by disabilities.

The strategy for public outreach in this case was to inform citizens of Woodland of the undertaking of this Plan and to invite feedback, in person and digitally. This was done to comply with Title II of the ADA, which requires there be an "opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the Transition Plan by submitting comment." The City's website hosted an online survey and slideshow that was publicly presented during the two in-person town hall meetings. The information gathered in these surveys has been compiled and will be used in aiding the City of Woodland's decisions for future projects and their required scopes.

In-Person Town Halls

The City hosted two town hall style meetings so that members of the Woodland community could be informed as to the purpose and goals of the Plan and provide a forum for public response. The presentation before feedback consisted of:

- Defining ADA
- Why an ADA transition plan is needed
- An inventory of the City's facilities
- Results of the inventory

After the informational portion of the presentation, three main questions were asked to guide feedback.

1. What is your Woodland experience using these facilities?
2. What improvements are most important to you?
3. Any other thoughts?

The presentation also included a link to an online survey to allow participants time to consider the information and their experience.

The first town hall was conducted during the City Council meeting on June 19th, 2023. Six main discussion topics were brought up during the feedback portion. The concerns expressed are documented in Table 1.

Table 1 – Town Hall 1 Summary Responses

CITY COUNCIL MEETING PUBLIC COMMENT	CITY RESPONSE
Walking path east of I-5 to west on I-5.	This is a common note that is considered when prioritizing projects.
Trucks running over the detectable warning surface during turns.	
Sidewalks in neighborhoods needing updates, specifically Beachwood.	
Add a sidewalk all the way down Atlantic.	These improvements are scheduled to take place in 2024
ADA dock for fishing?	The City indicated an ADA dock for fishing was previously provided, but it was removed due to vandalism.
Add a sidewalk along SR 503.	The City reports there is a project that will update this area and include sidewalks in 2024
Concern for sidewalks disturbed by tree roots.	The tree list that developers are required to select from for new construction prohibits any trees that may cause disturbance to the sidewalks.

The second town hall was hosted on July 10th, 2023, from noon to 1pm, in which no further comments from the public were presented.

Online Survey

To encourage engagement from the community and provide a high level of accessibility, an online survey was created. The city of Woodland posted the survey online consisting of eleven questions as follows:

1. Have you reviewed the townhall presentation that discusses the need for an ADA transition plan?
    - Yes
    - No
2. Which of the following best describes your relationship with the City of Woodland?
    - I live in Woodland.
    - I work in Woodland.
    - I visit Woodland for recreation.
    - I visit Woodland to see family.
3. How often do you utilize public facilities (sidewalks, curb ramps, parks, city hall, etc.)
    - Daily
    - Once or more a week
    - Once or more a month
    - Once or more a year
    - I do not use public facilities.
4. How do you travel within the City of Woodland?
    - Drive and park
    - Walk
    - Bike
    - With a service animal
    - Wheelchair
    - Other: _____
5. Please tell us about yourself (Select all that apply)
    - I have no disability.
    - I have disabilities that impact how I travel (if comfortable, please describe more on the next question).
    - I support a person with disabilities (if comfortable, please describe more on the next question).
    - I prefer not to say.
6. If you have a disability or support someone with a disability, please check all that apply.
    - I do not have a disability.
    - I'd prefer not to say.
    - Use a wheelchair.
    - Blindness or serious difficulty seeing when wearing glasses.
    - Conditions that limit physical activities such as walking, climbing, stairs, etc.
    - Use hearing aids or hearing assistive devices
    - Deafness or hearing difficulties
    - Use a service animal
    - Use mobility devices

- Other _____

7. Have you experienced any barriers when using the City of Woodland's sidewalks? If so, please share the location and specific nature of the concern:
8. What sidewalk/ramp locations are the most important for making improvements in accessibility? Please describe below:
9. Have you experienced any barriers when using the City of Woodland's parks and public buildings? If so, please share the location and specific nature of the concern:
10. What park/building locations are the most important for making improvements in accessibility? Please describe below:
11. Are there any concerns with the City of Woodland's accessibility that was not asked about in this survey that you would like to have considered in the ADA transition plan?

In addition to the questions, an opportunity was given to provide contact information if the participant wished to receive updates on the transition plan. The purpose of this questionnaire was to gain an understanding of the participants as well as their experience using the infrastructure.

The survey yielded a total of 15 responses in the month that it was available on the City's website, which be found in Appendix F. The City of Woodland has plans in place to address some of the concerns raised in the survey. The suggestion to add an automatic door push button at City Hall is in the 2024 budget. There was also a concern with the lack of sidewalks on SR 503, which are included as a part of the 2024 SR 503 roadway improvements. Another suggestion was to provide handicapped access to the water at Horseshoe Lake, which was previously provided with a handicapped dock and subsequently removed due to unsafe usage by the public.

Section IV – Funding Opportunities

A result of the ADA transition plan is to provide different opportunities to fund the necessary improvements for removal of barriers identified in the previous sections. ADA improvements can be funded as stand-alone projects or as a portion of other improvement projects. Local funding is allocated by local agencies (such as the City) to transportation improvement projects, whereas funding from federal and state programs are typically acquired through a competitive grant process.

Local Funding

Transportation impact fees, described in chapter 3.42 of the City of Woodland Code of Ordinances, has direct impacts on ADA accessibility. Additionally, transportation extends beyond just roads, as it includes sidewalks, shared use paths, bike lanes, and pedestrian ramps. Similarly, park impact fees, described by chapter 3.41 of the Code, directly fund maintenance and improvements to parks.

The City of Woodland also requires roadway frontage improvements for the full length of the property associated with any property development. Frontage improvements include sidewalks, curbs, gutters, pedestrian ramps, and half street width improvements. The funding for these improvements is the responsibility of the developer(s) or funding secured for the development.

Federal & State Funding Opportunities

A key function of the ADA transition plan is to enable the City to pursue funding from state and federal agencies. Grant funding is a vital element in planning for Public Works projects for Woodland to provide excellent service and facilities to the community. As such, the city has pursued and will continue to pursue a variety of grant opportunities. The different governing bodies at the state or federal level allocate revenue towards specific programs to make grant competition possible. Once the resources are allocated, the grant funding is then administered by the agency. Funding agencies that Woodland can pursue include:

- Transportation Improvement Board (TIB) Active Transportation Program
- TIB Complete Streets Award Program
- Safe Routes to Schools (WSDOT-SRTS)
- Pedestrian and Bicycle Program (WSDOT)
- Community Development Block Grant (CDBG)
- Federal Highway Administration (FHWA)
- Recreation and Conservation Office – Community Outdoor Athletic Facilities (RCO – COAF)
- Recreation and Conservation Office – Land and Water Conservation Fund (RCO – LWCF)
- Recreation and Conservation Office – Recreation Projects – Washington Wildlife and Recreation Program (RCO – WWRP – Recreation)
- Recreation and Conservation Office – Youth Athletic Facilities (RCO – YAF)
- Railway Crossing Program (WSDOT Section 130)
- Additional Funding Opportunities as they become available.

There are a variety of eligibility requirements and qualifying factors that differ among grant funding programs. Table 2 contains a summary of the funding programs listed above that can contribute to improving accessibility.

Table 2 – Grant Funding Programs

Funding Program	Description	Local Financial Match
TIB Active Transportation Program Program-State Funds	This program funds the design and construction of sidewalks on roadways with a Federal Functional Classification of Urban Principal Arterial, Urban Minor Arterial, or Urban Collector Arterial. Counties with federal urban areas and cities over 5,000 in population in Washington State can apply. This program does not fund a right-of-way phase.	A minimum 20% match is required
TIB Complete Streets-State Funds	The Complete Streets award is flexible money given to any city or county in Washington State that has an adopted complete streets ordinance and shows an ethic of planning and building streets that use context sensitive solutions to accommodate all users, including pedestrians, transit users, cyclists, and motorists.	No match is required

WSDOT Safe Routes to Schools (SRTS)	The purpose of the SRTS program is to increase the number of children walking and biking to school safely. All projects must be within two miles of a primary, middle, or high school (K-12). All public agencies in Washington are eligible to apply.	No match is required but preference is given to projects that provide matching funds
WSDOT Pedestrian and Bicycle Program-State and/or Federal Funds	The purpose of this program is to improve conditions for biking and walking and encourage "complete street" type projects that safely meet the needs of bicyclists, pedestrians, public transportation users and motorists. All public agencies in Washington State are eligible to apply.	No match is required but preference is given to projects that provide matching funds
Community Development Block Grant Funds	This program funds for acquisition, construction, reconstruction, rehabilitation, or installation of public improvements or public facilities. The objective for the CDBG is to improve access for low to moderate income communities.	No match is required.
Federal Highway Administration Funds	The purpose of this program is to improve safety along highways for all who use it. This includes pedestrian routes on or around highways if the highway is listed on the State Transportation Improvements Program (STIP).	A minimum 20% match is required
RCO Community Outdoor Athletic Facilities Grant	The Community Outdoor Athletic Facilities (COAF) fund is a program that will provide grants to build, expand, or renovate outdoor athletic facilities. The program is uniquely focused on helping support meaningful athletic experiences in communities that lack recreational opportunities, have underserved populations, and possess limited financial capacity.	No match is required
RCO Land and Water Conservation Fund	The Land and Water Conservation Fund provides funding to preserve and develop outdoor recreation resources, including parks, trails, and wildlife lands.	A minimum 10% match is required
RCO Recreation Projects – Washington Wildlife and Recreation Program Grant	The Washington Wildlife and Recreation Program provides funding for a broad range of land protection and outdoor recreation, including local and state parks, trails, water access, and the conservation and restoration of state land.	A minimum match of 10-50% is required depending on location of a project

RCO Youth Athletic Facilities	The Youth Athletic Facilities program provides grants to buy land and develop or renovate outdoor athletic facilities such as ball fields, courts, swimming pools, mountain bike tracks, and skate parks that serve youth through the age of 18. While the program focuses on youth, RCO strongly encourages grant recipients to design facilities to serve all ages and multiple activities.	A minimum match of 10-50% is required depending on location of a project
WSDOT Section 130: Railway Crossing Program	The Washington Utilities and Transportation Commission (UTC) developed this Washington Highway-Rail Grade Crossing State Action Plan (SAP) to focus safety improvement efforts on the higher-risk highway-railroad crossings to reduce accidents and incidents even further.	A minimum 10% match is required

Section V – Monitoring Progress

The City of Woodland intends to use the ADA Transition Plan as a living document. As code enforcement and alterations take place in the public right of way, the self-evaluation map and tables will be updated to reflect barriers that have been removed.

Methods to Remove Barrier

New construction and alterations in the public right of way will be required to adhere to the City of Woodland's standard details, as reviewed in the self-evaluation section of this report. Any alteration projects that occur shall be planned, designed, and constructed so that accessibility improvements occur at the same time as the alteration. The accessibility improvements required will be based on the barriers identified in this report and will be updated to the highest level of ADA accessibility, unless it is structurally impracticable.

Schedule for Improvements

This plan identified 174 curb ramps in need of updating to current ADA standards. The City of Woodland plans to bring these ramps up to current standards by the end of 2028 by addressing 20% (35 ramps) each year. These improvements will be funded by either local funding or grants as described above and will be scheduled in the yearly budget.

ADA/504 Coordinator

A feature of the ADA transition plan is to designate an ADA/504 coordinator. The individual assigned as ADA/504 coordinator is responsible for implementing the plan and coordinating ADA compliance throughout the agency. The City of Woodland Public Works Director will function as the ADA/504 coordinator.

ADA/504 Coordinator: The Public Works Director
Office Address: 236-B Davidson Ave, Woodland, WA 98674
Phone Number: 360-225-7999
Email: pwclerk@ci.woodland.wa.us

ADA Concern/Suggestion Procedure

The City of Woodland endeavors to provide equal access to all citizens, including qualified disabled individuals. Requests for accommodations, concerns, or suggestions regarding ADA challenges shall be directed to the ADA/504 coordinator, who will investigate, develop, and implement a resolution if necessary. Alternatively, the City's website will have a form available for the public to report ADA deficiencies at:

https://www.ci.woodland.wa.us/publicworks/webform/report-ada-concern-or-suggestion.

The City will review online reported ADA deficiencies monthly and plan implementation of necessary improvements and/or repairs.

ADA Transition Plan Updates

The City of Woodland intends to update the ADA transition plan every five years to continue serving the needs of the community. As updates are made to this document, changes will be discussed at future council meetings to allow the public the chance to provide feedback.

A physical copy of the ADA Transition Plan will be made available to the public at the Public Works office at 300 E Scott Avenue, and at the Code Enforcement office at 230 Davidson Ave. An electronic copy of the ADA Transition Plan will be made available to the public at:

https://www.ci.woodland.wa.us/publicworks/page/ada-transition-plan.

Projects that contain accessibility improvements will be highlighted on the ADA transition webpage to keep the community informed and involved. If the public has any ADA related concerns, the website will also include a form to complete that will be sent to the ADA coordinator's email when submitted.

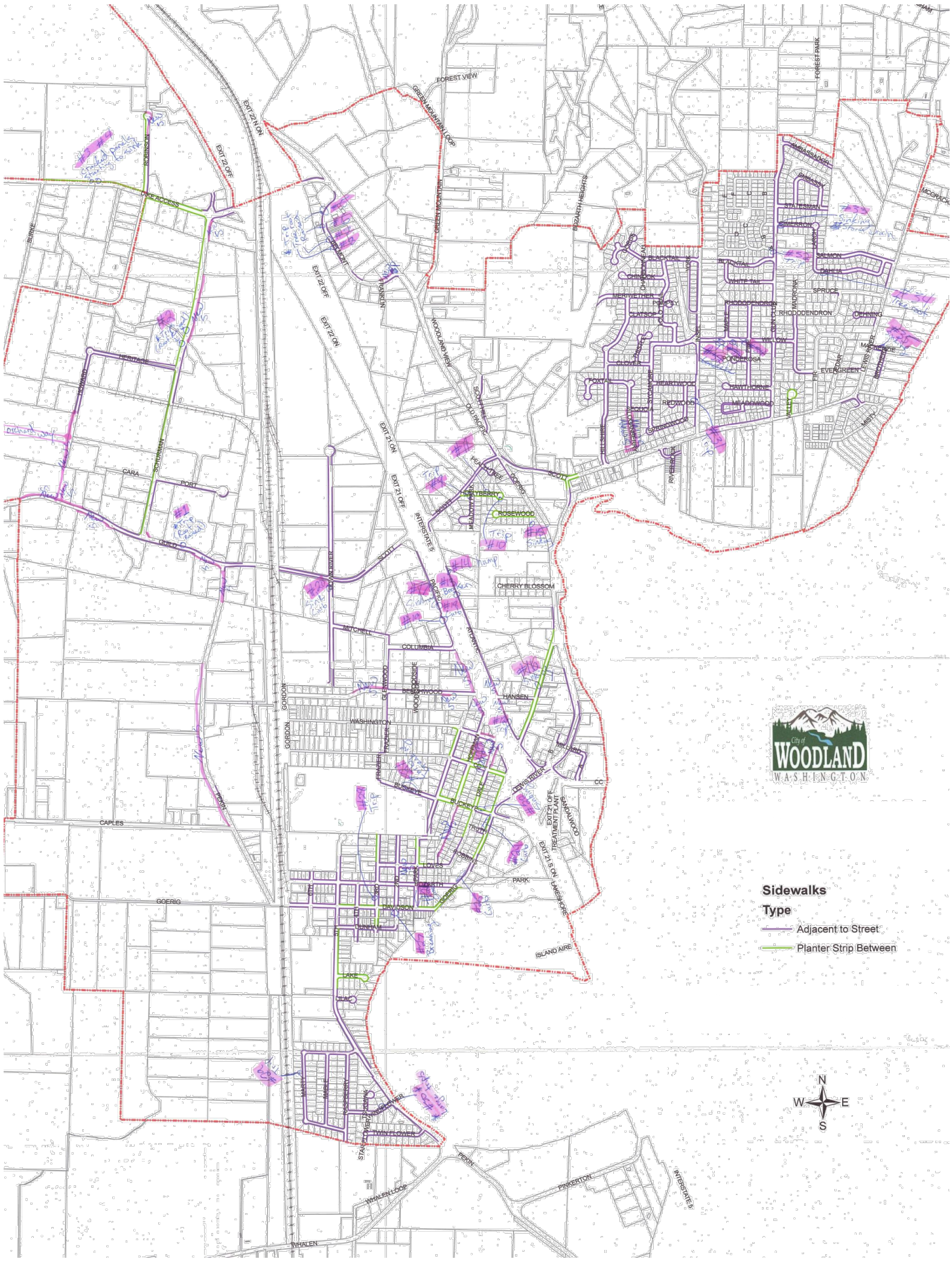
As the ADA goes through revisions and updates requirements, the City of Woodland will continue to be diligent in updating the construction standards to ensure the highest level of accessibility.

Appendix A

Sidewalk Inventory Map

Sidewalk Accessibility Barrier Spreadsheet

Sidewalk Barrier Removal Updates



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City of Woodland
ADA Transition Plan
Sidewalk Inventory Map - 2022

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Sidewalk Accessibility Barriers - 2022

#	OWNER	ADDRESS	MORE INFO	HAZARD(S)
1	US Properties Inc	1475 Port Way	back side on Guild	trip
2a	Mac Chain Co Ltd	1855 Schurman		trip, root raised
2b	Redwood Investments	1901 Schurman		trip, root raised
3	Woodland Schoold District	1500 Dike Access		cracked panels, starting to sink
4	Woodland Schoold District	1500 Dike Access		cracked panels, starting to sink
5	Pucci Davis Properties	1935 Belmont Loop		trip, root raised
	Jay Dawson	1933 Belmont Loop	in area	
6	Kelly Jo Enterprises LLC	1925 Belmont Loop		trip, root raised
7	Fairway Development Group	1905 Belmont Loop		trip, root raised
8	Woodland HQ LLC	1895 Belmont Loop		trip, root raised
9	Ann Bradshaw Trust	115 Meadow Park Ct		trip
	Carmela Webb	325 Hollyberry St	adjacent to #10	
10	Ronald Butler etux	315 Hollyberry		trip
	Bryce Tervo/Denali S	305 Hollyberry	adjacent to #10	
11a	Julie Rouzee	330 Hollyberry		
11b	Bonnie Powell	320 Hollyberry		
12	Fibre Federal CU	1147 Goerig St		trip
13&14	Wilson Oil	1600 Atlantic		& "hump"
15	Connor Williamson	1692 N Goerig St	on Rosewood	sinking
16	2818 Building LLC	1331 N Goerig St		sinking, broken
17	ACI Real Estate SPE 131 LLC	1845 Pacific Ave	actually Safeway side parking lot	sinking
18	ACI Real Estate SPE 131 LLC	1725 Pacific Ave	actually Safeway side parking lot	broken
19	Safeway Inc	1675 Pacific Ave	Safeway Gas Station	
20	RES Industries LLC	1555 Down RiverDr		sinking curb
21	First Christian Church	430 & 450 Buckeye		curb & breaking
22	Jeffery Leuthold	930 Dale St	sidewalk on Buckeye side	sinking
	Rivita Tabaraka	921 Goerig St	sidewalk onb Buckeye side	damage?
23	Michael Patnode	983 Dale St	on CC Street	sinking
24	Jeffery Leuthold	827 Goerig/P.O. Box 1847, Woodland	Off Goerig	Curb
24	Eleazar/Annette Jackson	124 Truth Street/19702 SE 42nd Street, Camas, WA 98607	Off Goerig	Curb
25	Maria & Tadeo Avelar	611 Goerig Street		Curb
25	N/O Properties	629 Goerig Street, 915 West 11th Street, Vancouver, WA 98660		Curb
26	WMTS Holdings LLC	542 Park Street/P.O. Box 400, Woodland		Curb
26	Richard W. Colf Trust ETAL	6816 NE Etna Road, Woodland (Parcel #50581)	Off Park Street	Curb
26	Richard W. Colf Trust ETAL	142 Davidson Avenue/6816 NE Etna Road, Woodland	Off Park Street	Curb
27	Expediate LLC	301 Davidson Avenue/4821 NW Cherry, Vancouver, WA 98663		Breaking
28	Woodland Grange	404 Davidson Avenue/P.O. Box 1828, Woodland		Trip
29	Johnny & Nicole Garcia	187 Marty Loop		Trip
29	Jesse & Amber Vandoren	193 Marty Loop		Trip
30	Destiny Adams	476 Windflower (Google Looks Like a New Sidewalk)		Large Trip
31	Denise Otto	242 Springwood Street		Trip
31	Sandra Lee Lockwood	252 Springwood Street		Trip
32	Moore Beulah ETAL	369 Gun Club		Trip
32?	City of Woodland	1844 Willow Street, P.O. Box 9, Woodland	Mark Through on Map	Concrete
33	Mark & Leah Korpela	2010 Cimerron		Sinking Storm Drain
?33	Michael & Kathleen Bingham	1864 Willow Street	Mark Through on Map	Concrete
?33	Eric & Johanna George	1878 Willow Street	Mark Through on Map	Concrete
34	Kristi Christensen ETAL	2115 Dahlia Street		Tree Root
34	Kristopher Saranto	2125 Dahlia Street		Tree Root
?34	Hans & April Hammerschmith	1898 Willow Street	Mark Through on Map	Concrete
35	Monty & Tonia Lewellen	106 Brothers Road		Sinking

Sidewalk Barrier Removal Updates

Sidewalks that have been repaired or have been deemed okay 6-8-2023

1. 1858 Willow Street
2. 305 Hollyberry
3. 325 Hollyberry
4. 242 Springwood Street
5. 476 Windflower
6. 1878 Willow Street
7. 301 Davidson Ave.
8. 1147 Goerig Street
9. 1500 Atlantic Ave.
10. 210 Rosewood Ave.
11. 330 Hollyberry
12. 2125 Dahlia Street
13. 2010 Cimerron (City)
14. 629 Goerig Street
15. 1555 Down River Drive
16. 142 Davidson Ave.
17. 921 Goerig Street
18. 315 Hollyberry
19. 252 Springwood
20. 404 Davidson Ave. (City)
21. 1500 Dike Access

106 Brothers/MacKenzie (#35)

Sidewalk Barrier Removal Updates

Sidewalks still needing repair: 6-8-2023

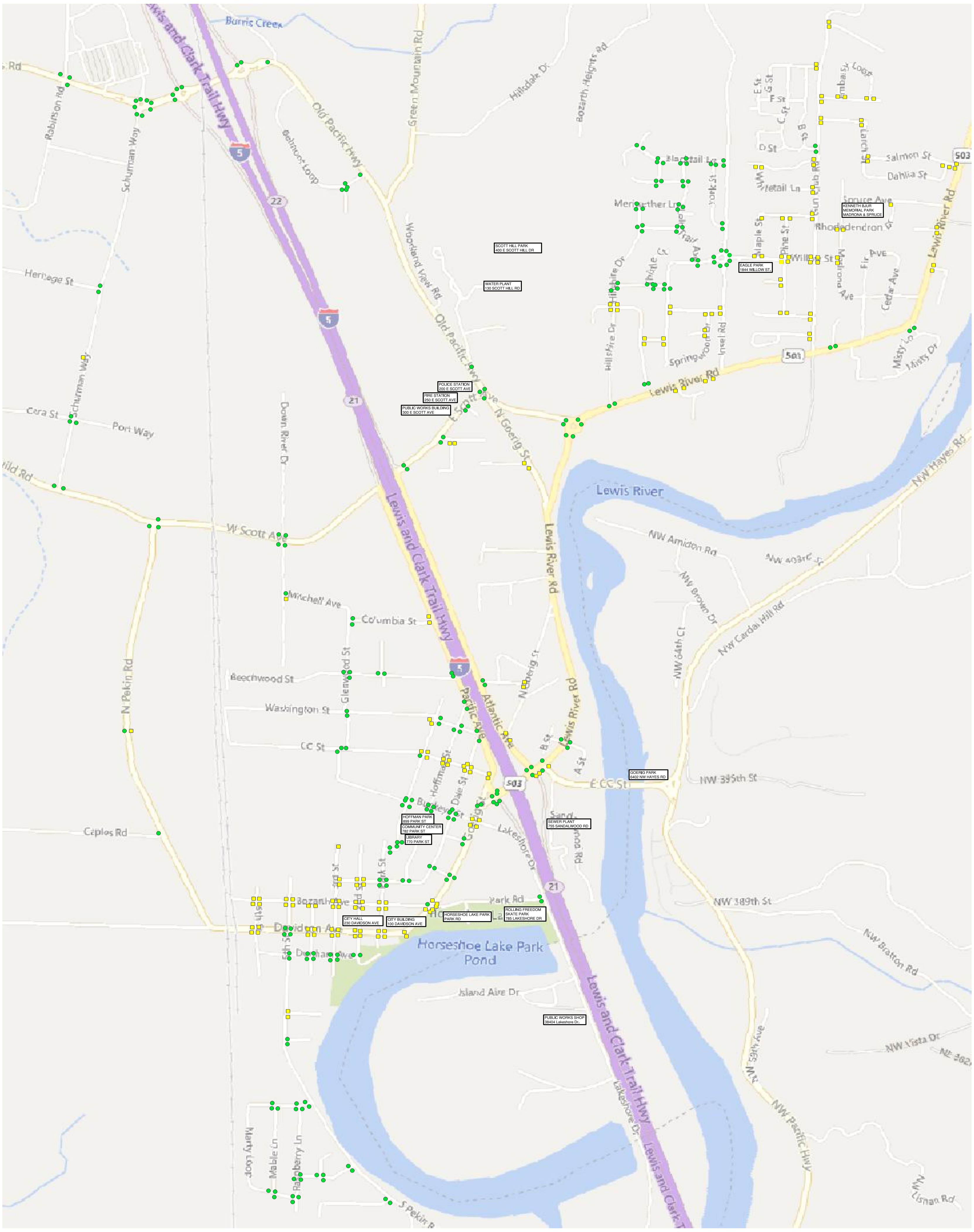
1. **542 Park St.**
2. 930 Dale
3. **983 Dale St.**
4. **430 & 450 Buckeye**
5. 611 Goerig St.
6. 1475 Port Way
7. 1905 Belmont Loop
8. 1925 Belmont Loop
9. 1933 Belmont Loop
10. 1935 Belmont Loop
11. 1895 Belmont Loop
12. 1500 Dike Access (high school)
13. 115 Meadow Park Ct.
14. 320 Hollyberry
15. 1792 Clover Lane
16. 369 Gun Club
17. 1675 Pacific Ave
18. 1331 N Goerig St.
19. 1350 Atlantic
20. 1380 Atlantic
21. 1600 Atlantic
22. 218 Tsugawa Court
23. 1901 Schurman (Redwood or Schlecht? They are going back and forth)

BOLD = questionable – do they *actually* need repair?

Appendix B

Ramps & Crossing Inventory Map

Ramps & Crossing Inventory Spreadsheet



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LEGEND
- Compliant
- Needs Updates

City of Woodland
ADA Transition Plan
Ramp & Crossing Inventory Map - 2023

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City of Woodland
ADA Transition Plan
Ramps & Crossings Inventory Spreadsheet

Intersection	Number of Ramps	Compliant Ramp & DWS	Signalized	Push Button Compliant	Crosswalk	Zoning Area	Update to Compliant	Comment
Dike Access Road & Schurman Way Roundabout	8	X	N		X	C		
Robinson Road & Dike Road	3	X	N		X	C/P	X	
Dike Access Road & I-5 South	4	X	N		X	C		
Dike Access Road & I-5 North	2	X	N		X	C		
Dike Access Road Transition to Old Pacific Highway	1	X	N			C	X	
Schurman Way & Heritage St	2	X	N			I		
Schurman Way & Port Way	3	X	N			I		
Schurman Way & Guild Rd.	2	X	N			I		
Guild Rd. & Howard Way	2	X	N		X	I		
Guild Rd. & Orchard Way	2	X	N		X	I		
Guild Rd. & Robinson Rd.	1	X	N			I		
Howard Way & Orchard Way	2	X	N		X	I		
Guild & Pekin & Scott	3	X	N			I		
6th St & Davidson Ave	4		N			I/R	X	
5th St & Davidson Ave	4	X	PB	Y	X	I/R/B		
4th St & Davidson Ave	8		N		X	R	X	
3rd St & Davidson Ave	8		N		X	B	X	
2nd St & Davidson Ave	8		N		X	B	X	
Park & Davidson	6		N			B	X	
Davidson & Goerig	2		N			B	X	
5th St & Dunham Ave	2	X	N		X	I/R		
4th St & Dunham Ave	4	X	N			R		
3rd St & Dunham Ave	4	X	N			R		
2nd St & Dunham Ave	2	X	N			R		
5th St & Lake Ave	2		N		X	I/R	X	
5th St. & Lilac Ln	2	X	N		X	R		
S. Pekin Rd. & Twin Flower Dr.	2	X	N		X	R		
S. Pekin Rd. & Windflower Dr.	2	X	N		X	R		
Windflower Dr. & TSugawa Ct.	3	X	N			R		
Windflower Dr. & Rasperrry Ln.	3	X	N			R		
Rasperry Ln. & Marty Lp. South	3	X	N			R		
Rasperry Ln. & Marty Lp. North	3	X	N			R		
S. Pekin Rd. & Marty Lp.	2	X	N			R		
Mable Ln. & Marty Lp. North	3	X	N			R		
6th & Bozarth Ave.	4		N			I/R	X	
5th & Bozarth	4		N		X	R/B	X	
4th & Bozarth Ave.	2		N			R/B	X	
3rd & Bozarth Ave.	4		N			R/B	X	
2nd & Bozarth Ave.	4		N			R/B	X	
Park St. & Bozarth Ave.	4		N		X	B	X	
Bozarth & Park Rd. & Goerig Rd.	7		N		X	B	X	NW Corner is compliant
Goerig Rd. & Robbins St.	3	X	N		X	C/B		
3rd & Loves Ave.	2		N			R	X	

City of Woodland
ADA Transition Plan
Ramps & Crossings Inventory Spreadsheet

Intersection	Number of Ramps	Compliant Ramp & DWS	Signalized	Push Button Compliant	Crosswalk	Zoning Area	Update to Compliant	Comment
3rd & 5th St.	1		N			R/P	X	
2nd & Loves Ave.	4		N			R	X	
Park St & Loves Ave.	4	X	N		X	R/B		
Robbins St. & Dale St.	2	X	N			R/B		
Goerig Rd. & Truth St.	2	X	N		X	R/C		
Goerig Rd. & Buckeye	4	X	N		X	R/C		
Buckeye St. & Dale St.	5	X	N			R		
Buckeye St. & Hoffman St.	4	X	N			R/C		
Buckeye St. & Park St.	5	X	N		X	R/P		Update Asphalt
Frazier Ln. South & CC St.	2	X	N			R		
Frazier Ln. North & CC St.	1	X	N			R		Only 1 Ramp
CC St. & Park St.	4		N			R	X	SW Corner Compliant
CC St. & Hoffman St.	4		N			R/C	X	
CC St. & Dale St.	5		N			R/C	X	
CC St. & Pacific Ave.	2		N		X	R	X	
Washington St. & Hoffman St.	3	X	N		X	R/C	X	3 Compliant, Rest needs DWS
Washington St. & Park St.	4		N		X	R/C	X	2 Compliant, Rest needs DWS
Washington St. & Frazier Ln & Glenwood St.	2	X	N			R		
Beechwood St. & Pacific Ave.	2	X	N		X	WSDOT		
Beechwood St. & Woodside Terrace	2	X	N		X	R		
Beechwood St. & Glenwood St.	3	X	N		X	R		
Columbia St. & Glenwood St.	2	X	N		X	I		
Columbia St. & Pacific Ave.	2		N		X	WSDOT		
W. Scott Ave. & Downriver Dr.	4	X	N			I		Construction taking place August 2023
Mitchell Ave. & Downriver Dr.	2	X	N			I	X	1 Compliant, Rest needs DWS
Lewis River Rd. & Goerig St.	2	X	N		X	R/C		
Lewis River Rd. & Pacific Ave. & I-5 On Ramp	6	X	Y	Y	X	WSDOT		
Lewis River Rd. & Atlantic St. & I-5 Off Ramp	5	X	Y	Y	X	WSDOT		2 Broken DWS
Atlantic Ave. & Goerig St.	2		N			WSDOT	X	
Atlantic Ave. & E. Scott Ave.	2	X	N		X	WSDOT		
Lewis River Rd. & E. CC St.	4	X	Y	N - 50"	X	C/WSDOT		Crosswalks are faded
Lewis River Rd. & Millard St.	3	X	N			C		
Hansen Ln. & N. Goerig St.	2		N			C	X	
N. Goerig St. & Rosewood St.	2		N			R	X	
N. Goerig St. & E. Scott Ave.	4	X	N		X	R/P		
E. Scott Ave. & Peach Tree Court	2	X	N			R/P		
E. Scott Ave. & Hollyberry St.	2	X	N			I/R		
Hollyberry St. & Meadow Park Ct.	2		N			R	X	
Old Pacific Highway & Scott Hill Rd.	1	X	N			I/R		
Old Pacific Highway & Belmont Loop	1	X	N			C		Only 1 Ramp & Dead end walk
Lewis River Rd. Roundabout with East Scott	6	X	N		X	I/R/C		
Lewis River Rd. & Hillshire Dr.	2	X	N			R		
Lewis River Rd. & West River Rock Ln.	2		N			R	X	

City of Woodland
ADA Transition Plan
Ramps & Crossings Inventory Spreadsheet

Intersection	Number of Ramps	Compliant Ramp & DWS	Signalized	Push Button Compliant	Crosswalk	Zoning Area	Update to Compliant	Comment
Lewis River Rd. & East River Rock Ln.	2		N			R	X	
Lewis River Rd. & Valley Way	2	X	N			R		
Lewis River Rd. & Misty Dr.	2	X	N		X	R		
Lewis River Rd. & Dehning Dr.	1		N			R	X	Only 1 Ramp & Dead end walk
Lewis River Rd. & Salmon St.	2		N			R	X	
Salmon St. & Dahlia St.	2		N			R	X	
Salmon St & Larch St.	2		N			R	X	
Larch St. & Cimerron St.	2		N			R	X	
Cimerron St. & Gun Club Rd.	2		N			R	X	
Statesman Dr. & Gun Club Rd.	2		N			R	X	
Statesman Dr. & West Embassy Loop	2		N			R	X	
Statesman Dr. & East Embassy Loop	2		N			R	X	
Gun Club Rd. & B St.	2		N			R	X	
Gun Club Rd. & Ambassador Ave.	2		N			R	X	
Gun Club Rd. & Blacktail Ln.	2		N			R	X	
Blacktail Ln. & Whitetail Ln.	2		N			R	X	
Gun Club Rd. & Whitetail Ln.	2		N			R	X	
Gun Club Rd. & Rhododendron Dr.	2		N			R	X	
Gun Club Rd. & Willow St.	4		N			R	X	
Gun Club & Hawthorne Ct.	2		N			R	X	
Gun Club & Meadowood Loop	2		N			R	X	
Pine St. & Hawthorne Ct.	2		N			R	X	
Pine St. & Ponderosa Ct.	2		N			R	X	
Pine St. & Willow St.	4		N			R	X	
Pine St. & Rhododendron Dr.	2		N			R	X	
Maple St. & Rhododendron Dr.	1		N			R	X	
Maple St. & Willow St.	2		N			R	X	
Madrona Ave. & Rhododendron Dr.	2		N			R	X	
Madrona Ave. & Willow St.	2		N			R	X	
Spruce Ave. & Rhododendron Dr.	1		N			R	X	
Insel Rd. & Heartwood Dr.	2		N			R	X	
Insel Rd. & Willow St. Roundabout	8	X	N		X	R		
Insel Rd. & York St.	2	X	N			R		
Insel Rd. & Blacktail Ln.	2	X	N			R		
Blacktail Ln. & York St.	2	X	N			R		
Blacktail Ln. & Lolo Trail Ave.	3	X	N			R		
Blacktail Ln. & Charbornneau St.	3	X	N			R		
Blacktail Ln. & Gorge Ct.	2	X	N			R		
Charbornneau St. & Chinook Ave.	3	X	N			R		
Chinook Ave. & Lolo Trail Ave.	3	X	N			R		
Lolo Trail Ave. & Meriwether Ln.	3	X	N			R		
Lolo Trail Ave. & Clatsop St.	3	X	N			R		
Lolo Trail Ave. & Willow St.	3	X	N			R		

City of Woodland
ADA Transition Plan
Ramps & Crossings Inventory Spreadsheet

Intersection	Number of Ramps	Compliant Ramp & DWS	Signalized	Push Button Compliant	Crosswalk	Zoning Area	Update to Compliant	Comment
Sycamore St. & Clover Ln.	3	X	N			R		
Clover Ln. & Hillshire Dr.	4	X	N			R		
Clover Ln. & Thistle Ct.	4	X	N			R		
Hillshire Dr. & Clatsop St.	3	X	N			R		
Hillshire Dr. & Meriwether Ln.	3	X	N			R		
Hillshire Dr. & Loganberry St.	4		N			R	X	
Loganberry St. & Sequoia St.	2		N			R	X	
Sequoia St. & Sycamore St.	2		N			R	X	
Springwood St. & Redwood Ct.	2		N			R	X	
Springwood St. & Heartwood Dr.	2		N			R	X	
Sycamore St. & Heartwood Dr.	2		N			R	X	
Rose Way & Guild Rad.	2	X	N			I		
CRC Midblock Crossing	1		PB	Y	X	I	X	
N. Pekin & Caples	1	X	N				X	Only one ramp
Pacific, Dale & Washington	2	X	N		X			
Pacific & Hoffman	2	X	N		X			
Atlantic & Hansen	2	X	N		X			
Lewis River & Mckinzie	2		N				X	
Gun Club & A St.	2	X	N		X			
Park Road & Lakeshore Dr.	2	X	N					
Park St. Midblock Crossing (North/South)	2	X	N		X			
Park St. Midblock Crossing (East/West)	2	X	N		X			
Marty Loop S. & Mable	3	X	N					
Loves & Hoffman	2	X	N					
Belmont & Franklin?	4		N					
Loganberry Ct. Townhomes	2	X	N					

Appendix C

Public Parks Inventory Spreadsheet

City of Woodland
ADA Transition Plan
Public Parks Inventory Spreadsheet

Parks	Ramps	Paths	Appropriate Surfacing	Play Structures	Wheelchair Zone	Accesible Parking	Number of Spaces	Bathroom	Update to Compliant	Comment
Eagle Park (1844 Willow St.)	x	x	Bark Chips			N/a	N/a			On Street Parking
Goerig Park (6402 NW Hayes Rd.)						N/a	N/a		x	Gravel Lot
Hoffman Park (899 Park St.)			Bark Chips			N/a	N/a		x	On Street Parking
Horseshoe Lake Park	x	x	Bark Chips	x	x	1	17	x		
Kenneth Bjur Memorial Park (Madrona & Spruce)	x		Bark Chips			N/a	N/a			On Street Parking
Rolling Freedom Skate Park (785 Lakeshore Dr.)		x				N/a	Gravel			Gravel Lot
Scott Hill Park (400 E. Scott Ave.)	x	x				N/a	N/a			Under Construction
Community Center Park	x	x	Bark Chips	x	x	N/a	N/a			On Street Parking

Appendix D

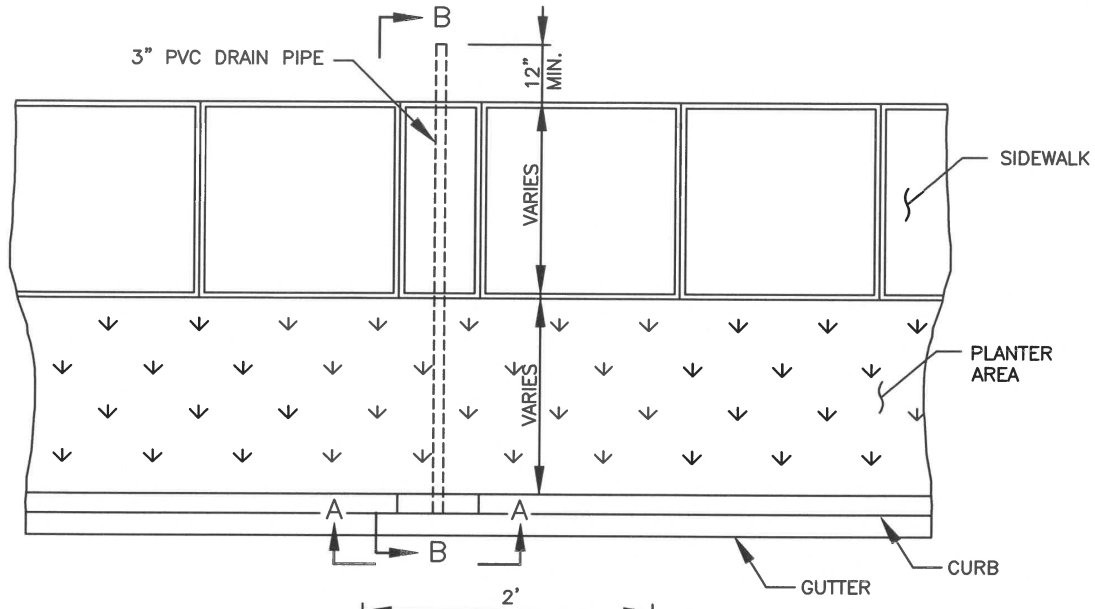
Public Facilities Inventory Spreadsheet

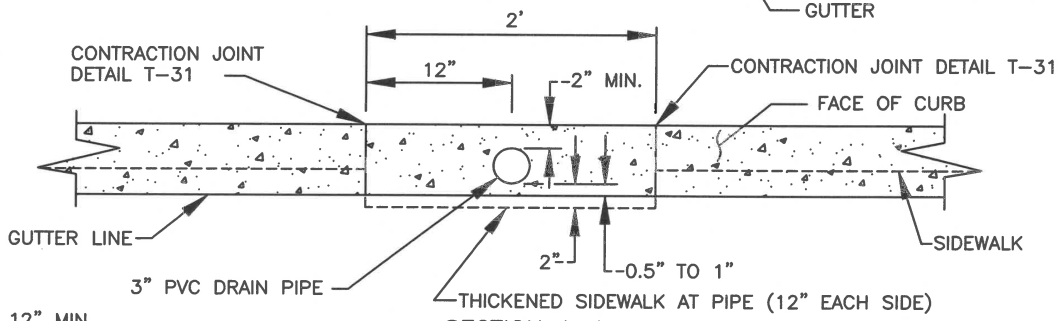
City of Woodland
ADA Transition Plan
Public Facilities Inventory Spreadsheet

City Facilities	Ramps	Paths	Number of Spaces	Accesible Parking	Compliant Parking?	Comment
Water Plant (130 Scott Hill Rd.)	N	Y	N/a	N/a	N/a	Gravel Lot
Sewer Plant (755 Sandalwood Rd.)	N	N	N/a	N/a	N/a	No designated stalls
Public Works Building (300 E Scott Ave.)	N	N	N/a	N/a	N/a	Gravel lot
Public Works Shop (38404 Lakeshore Dr.)	Y	Y	5	1	Y	
Woodland Community Library (770 Park St.)	Y	Y	N/a	N/a	N/a	On Street Parking
Community Center (782 Park St.)	Y	Y	N/a	1	Y	On Street Parking
City Hall (230 Davidson Ave.)	Y	Y	N/a	N/a	N/a	On Street Parking
Police Station (200 E. Scott Ave.)	Y	Y	32	2	Y	
Fire Station (250 E. Scott Ave)	Y	Y	N/a	N/a	N/a	No designated stalls
Old Fire Station (100 Davidson)	Y	Y	10	1	Y	

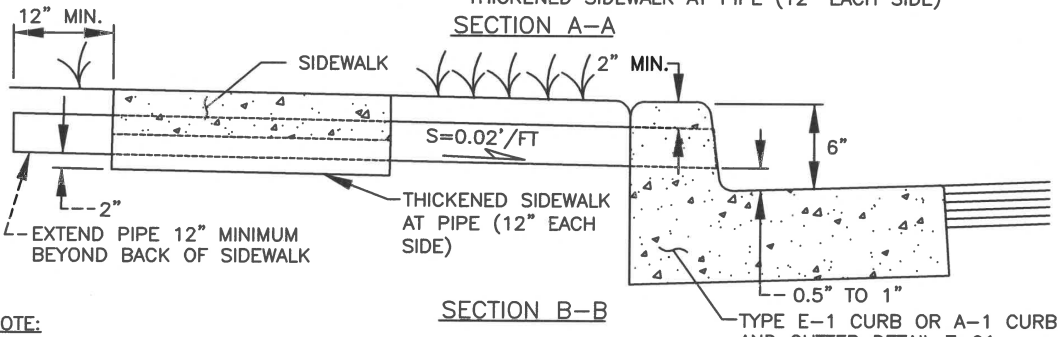
Appendix E

ADA Standard Details





SECTION A-A



SECTION B-B

NOTE:

1. WHEN CURB DRAINS ARE USED, DRAINAGE FACILITIES MUST BE SIZED FOR BOTH QUANTITY AND QUALITY STORM WATER TREATMENT.
2. DETACHED SIDEWALK SHOWN. ATTACHED SIDEWALK SIMILAR.
3. FINISH PIPE END FLUSH WITH FACE OF CURB.
4. GROUT ANY VOIDS IN CONCRETE SURROUNDING PIPE.
5. SHOW LOCATION ON PLAN TO AVOID CONFLICTS WITH STREET LIGHTS, WATER METERS AND OTHER UTILITIES.
6. CURB DRAINS NOT ALLOWED IN ROLLED CURBS.

WOODLAND WASHINGTON PUBLIC WORKS

CURB DRAIN

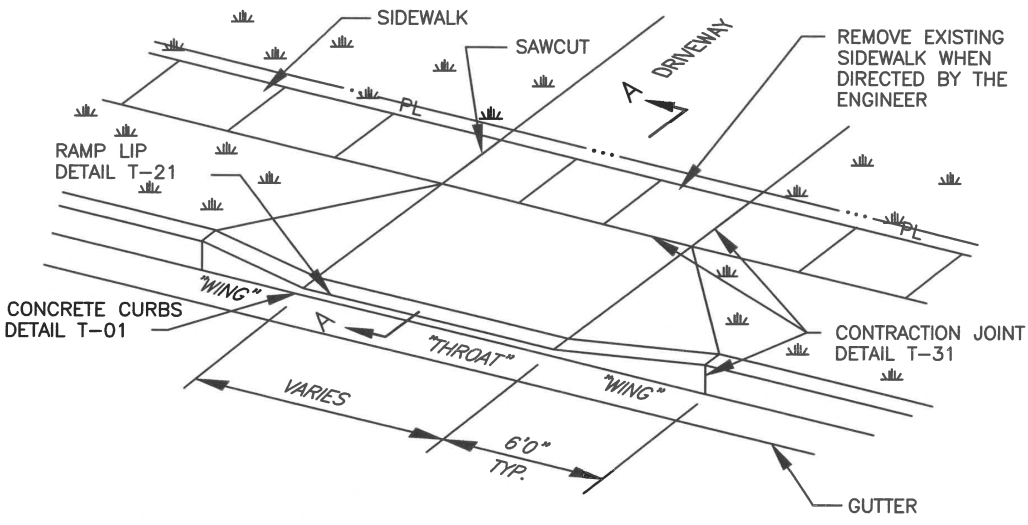
APPROVED

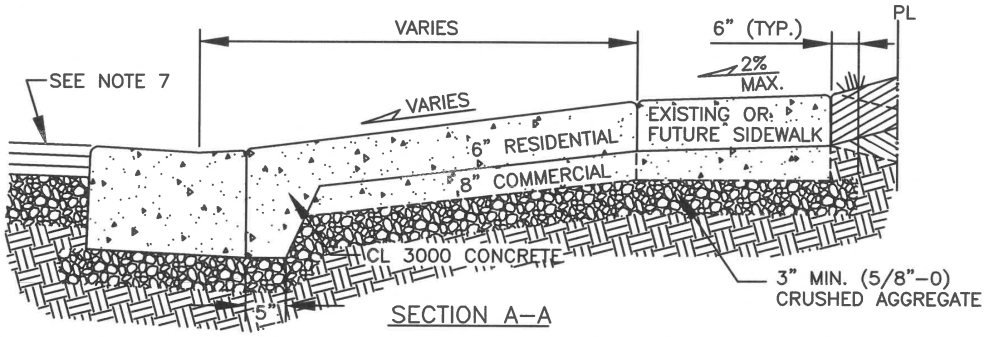
PUBLIC WORKS DIRECTOR

2-10-22
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-02





SECTION A-A

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3-1/2" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. TO BE USED WHERE CURB AND SIDEWALK ARE SEPARATED BY A PLANTER STRIP.
3. COMMERCIAL DRIVEWAYS REQUIRE 8" CONCRETE WITH REINFORCING STEEL (6x6 – W2.9xW2.9 WWF, MIN.), 1½" COVER FROM BOTTOM OF SLAB. RESIDENTIAL DRIVEWAYS REQUIRE 6" CONCRETE.
4. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
5. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL T-31.
6. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY. HORIZONTAL CUTTING OF EXISTING CONCRETE ALLOWED SUBJECT TO PUBLIC WORKS DIRECTOR APPROVAL.
7. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.
8. ALL EXISTING EDGES SHALL BE SAWCUT.
9. STRUCTURAL SECTION OF DRIVEWAY TO BE EXTENDED THROUGH SIDEWALK AREA.
10. 3' WING MIN. FOR RESIDENTIAL STREET.
11. 45° ANGLE FOR WINGS ON ARTERIAL STREETS.
12. NO WATER METERS IN DRIVEWAY APPROACH OR WING.

WOODLAND WASHINGTON PUBLIC WORKS

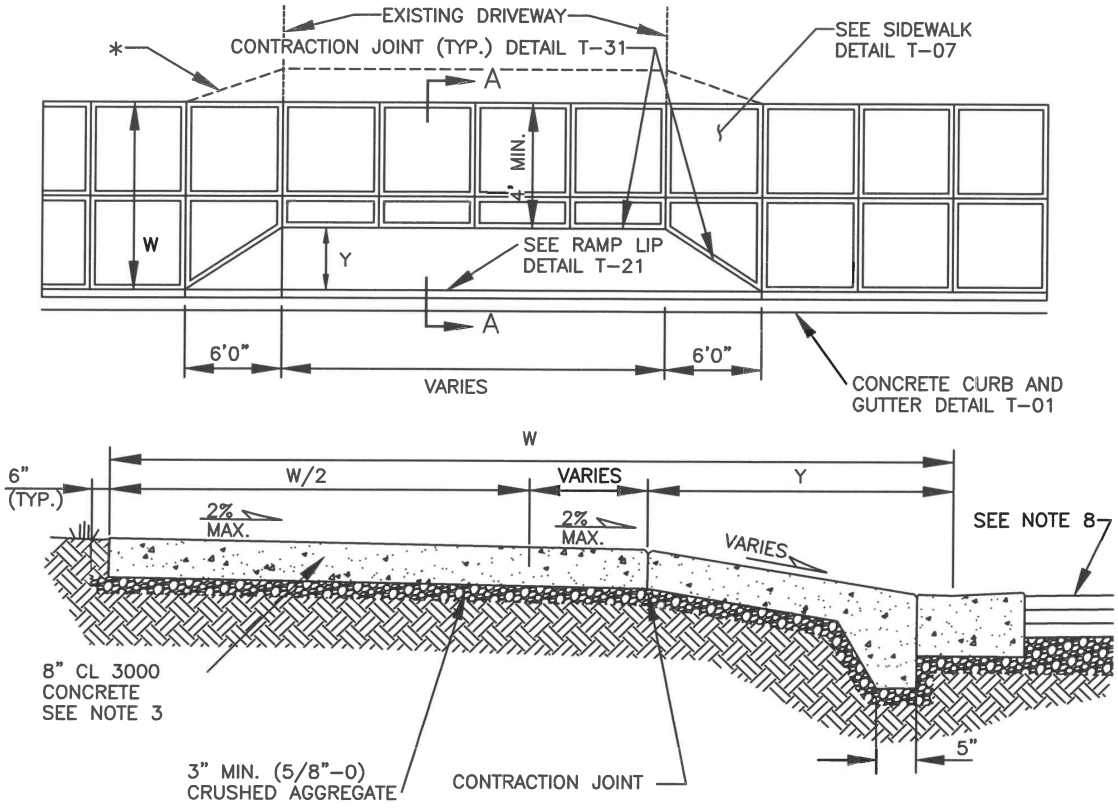
DRIVEWAY WITH DETACHED SIDEWALK

APPROVED

PUBLIC WORKS DIRECTOR — DATE: 2/10/22

REVISIONS	DATE	DRAWN	DESIGNED

T-03



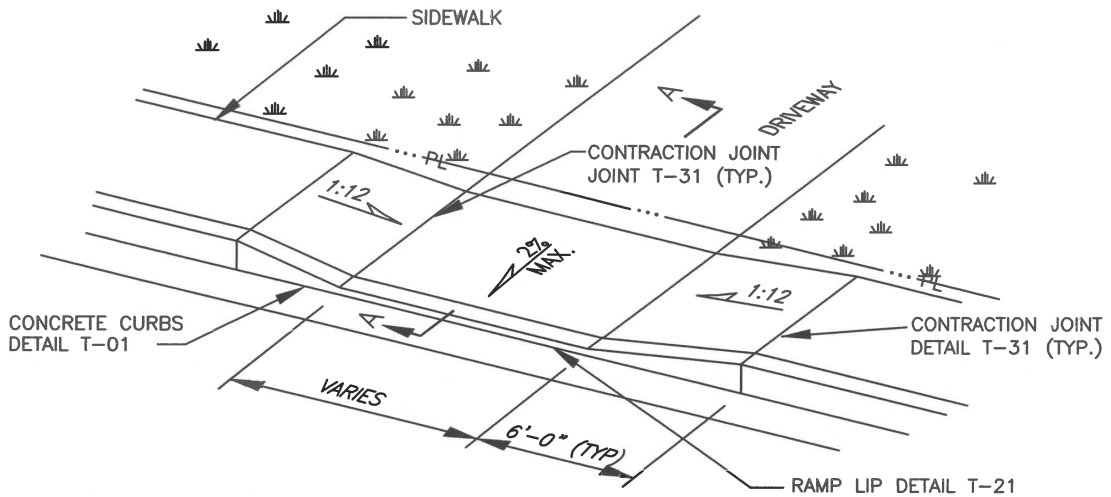
SECTION A-A

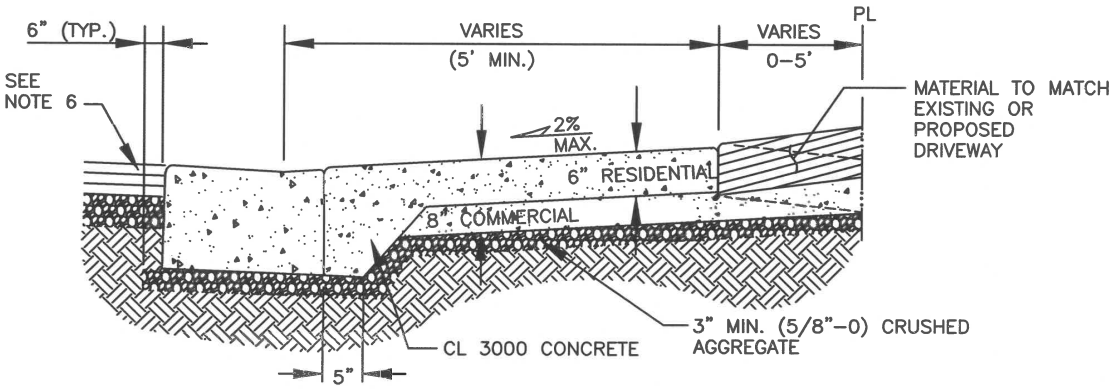
NOTES:

1. IF W IS LESS THAN 8' IN WIDTH, THEN Y=2' (IF W=<6', THEN PUSH OUT SIDEWALK BEHIND DRIVEWAY TO MAINTAIN 4' MIN. PATH*).
   IF W IS MORE THAN 8' AND LESS THAN 12' IN WIDTH, THEN Y=W/2
   IF W IS GREATER THAN OR EQUAL TO 12' IN WIDTH, THEN Y=4'
2. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3½" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
3. REINFORCING STEEL REQUIRED (6x6 – W2.9xW2.9 WWF, MIN.), MIN. 1½" COVER FROM BOTTOM OF SLAB.
4. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
5. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED BY THE PUBLIC WORKS DEPARTMENT. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL T-31.
6. PARALLEL JOINTS SHALL BE SEPARATED BY A MINIMUM OF 2'.
7. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.
8. ALL EXISTING EDGES SHALL BE SAWCUT.
9. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
10. NO WATER METERS IN DRIVEWAY APPROACH OR WINGS.

	DRIVEWAY WITH ATTACHED SIDEWALK – OPTION A					
WOODLAND WASHINGTON PUBLIC WORKS	APPROVED PUBLIC WORKS DIRECTOR	2-10-22 DATE	REVISIONS	DATE	DRAWN	DESIGNED

T-04





SECTION A-A

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3-1/2" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. COMMERCIAL DRIVEWAYS REQUIRE REINFORCING STEEL (6x6 – W2.9xW2.9 WWF, MIN.), MIN. 1 1/2" COVER FROM BOTTOM OF SLAB.
3. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL T-31.
5. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
6. SEE PAVEMENT RESTORATION/WIDENING AT CURBS DETAIL T-30 WHEN CUTTING EXISTING CURB.
7. ALL EXISTING EDGES SHALL BE SAWCUT.
8. SET ALL POLES AND SIGNS BEHIND SIDEWALK.
9. NO WATER METERS IN DRIVEWAY APPROACH OR WINGS.

WOODLAND WASHINGTON PUBLIC WORKS

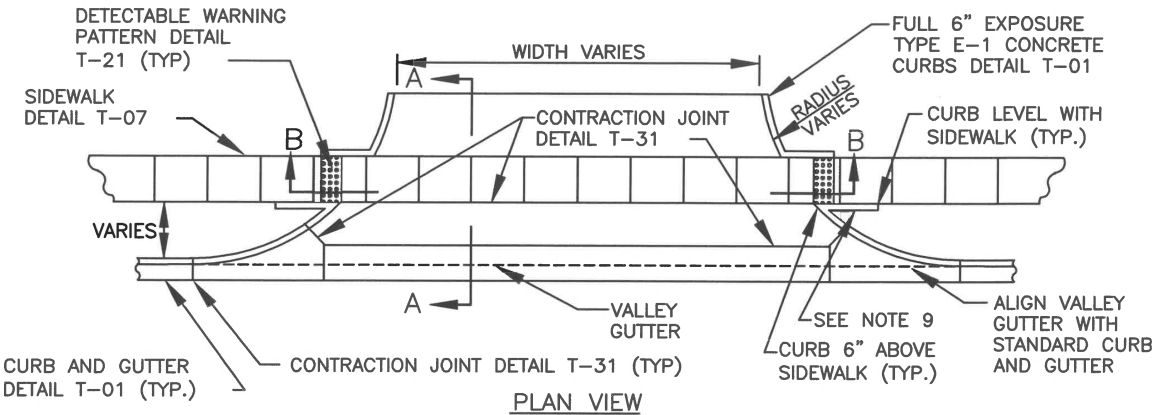
DRIVEWAY WITH ATTACHED SIDEWALK – OPTION B

APPROVED

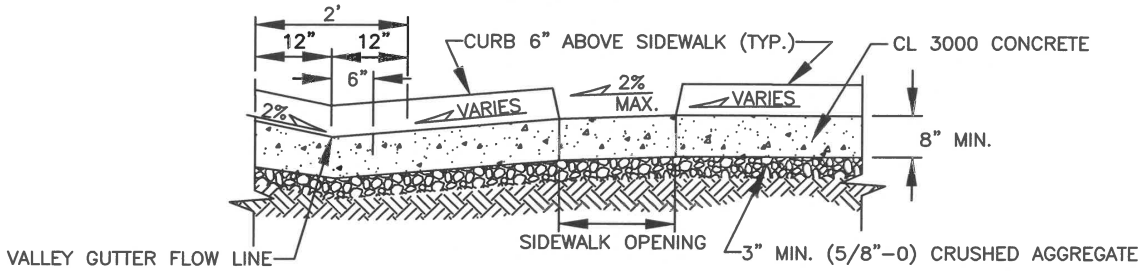
PUBLIC WORKS DIRECTOR — DATE 2/10/22

REVISIONS	DATE	DRAWN	DESIGNED

T-05



PLAN VIEW



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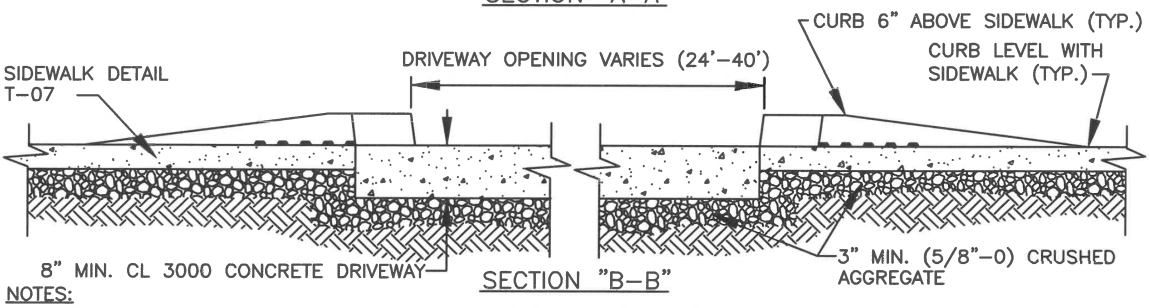
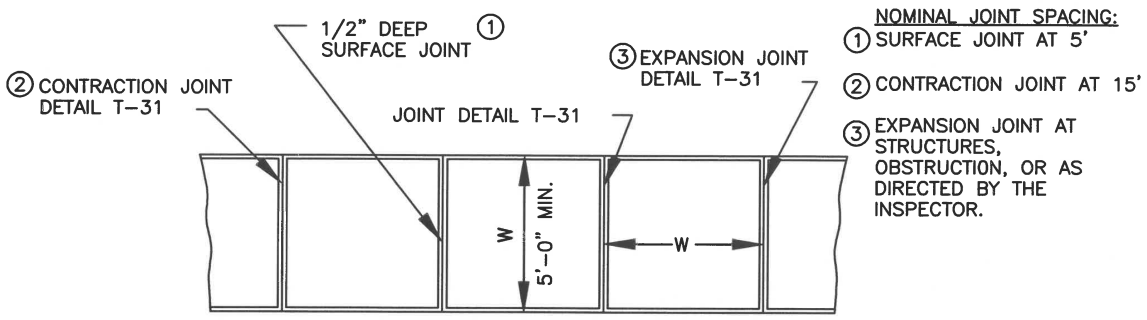


SECTION "B-B"

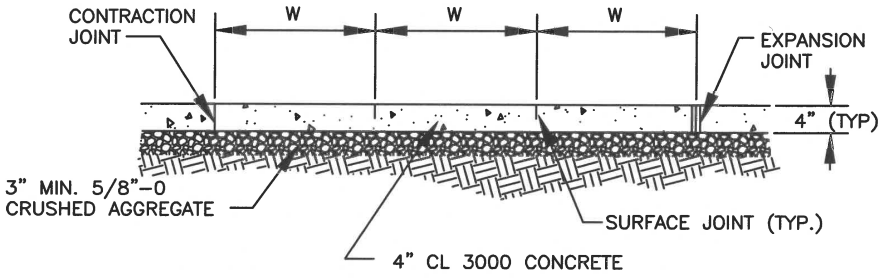
NOTES:

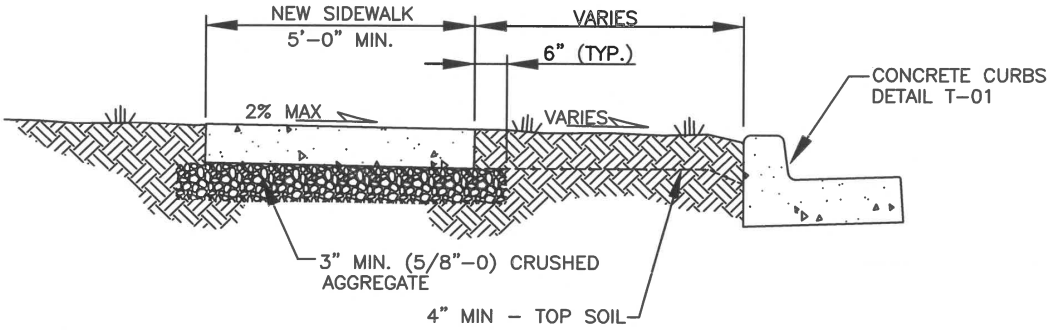
1. CONCRETE SHALL BE 3000 PSI MIN., (CL 3000) 3-1/2" SLUMP (MAX.), MEDIUM BROOM FINISH PARALLEL TO DRIVEWAY CENTERLINE.
2. DRIVEWAY SHALL BE CONSTRUCTED WITH REINFORCING STEEL (6x6 – W2.9xW2.9 WWF, MIN.), MIN. 1½" COVER FROM BOTTOM OF SLAB.
3. COMPACT SUBGRADE TO 95% OF MAXIMUM DRY DENSITY.
4. DRIVEWAYS EXCEEDING 15' IN TOTAL WIDTH SHALL HAVE ADDITIONAL LONGITUDINAL JOINTS AS DIRECTED. CONTROL JOINT SPACING SHALL NOT EXCEED 15'. SEE CONCRETE JOINTS DETAIL T-31.
5. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.
6. ALL EXISTING EDGES SHALL BE SAWCUT.
7. EXISTING CURB SHALL BE REMOVED TO EXISTING JOINT OR SAWCUT SUCH THAT 3' MIN. OF NEW CURB IS CONSTRUCTED ADJACENT TO NEW DRIVEWAY.
8. MAXIMUM 2% CROSS SLOPE ACROSS PEDESTRIAN CROSSING.
9. TRANSITION CURB FROM FULL 6" EXPOSURE TO 0" OVER THE FIRST 6' FROM CORNER.
10. NO WATER METERS IN DRIVEWAY APPROACH OR ADA RAMP AREA.

WOODLAND WASHINGTON PUBLIC WORKS	MAJOR COMMERCIAL DRIVEWAY					T-06
	APPROVED	REVISIONS	DATE	DRAWN	DESIGNED	
	PUBLIC WORKS DIRECTOR 2/10/22 DATE					



NOMINAL JOINT SPACING:
① SURFACE JOINT AT 5'
② CONTRACTION JOINT AT 15'
③ EXPANSION JOINT AT STRUCTURES, OBSTRUCTION, OR AS DIRECTED BY THE INSPECTOR.





NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3 1/2" SLUMP (MAX.).
2. COMPACT SUBGRADE AND AGGREGATE TO 95% OF MAXIMUM DRY DENSITY (3" MIN.).
3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PEDESTRIAN TRAFFIC UNLESS OTHERWISE DIRECTED.
4. MATCH EXISTING BORDER.
5. SEE CONCRETE JOINTS DETAIL T-31 FOR SURFACE, CONTRACTION, AND EXPANSION JOINTS.
6. ALL EXISTING EDGES SHALL BE SAWCUT.
7. CROSS SLOPE OF PLANTER STRIP SHALL BE 2% (TYP.) AND 4:1 (MAX.).

WOODLAND WASHINGTON PUBLIC WORKS

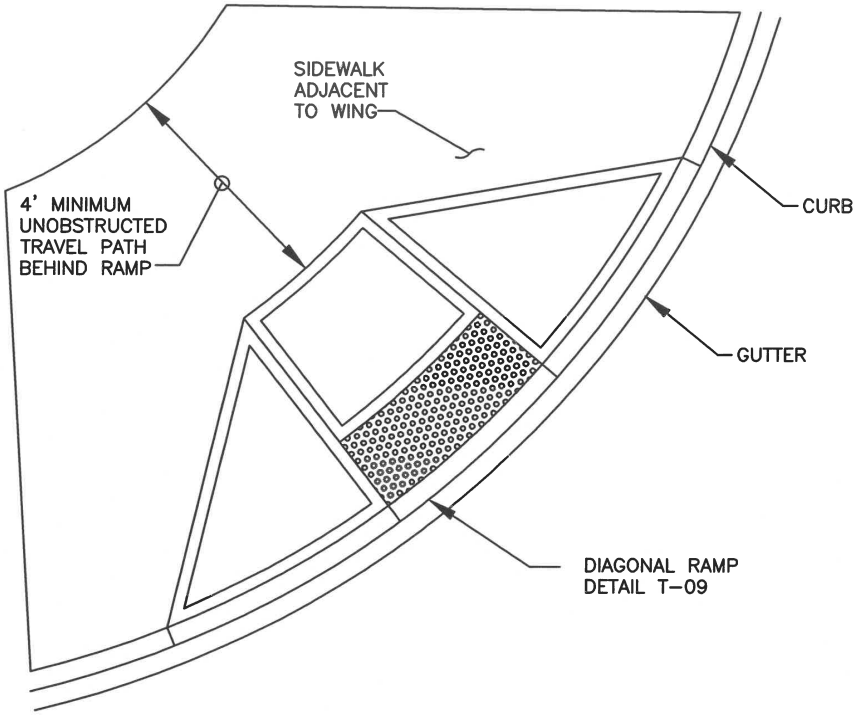
SIDEWALK DETAIL

APPROVED

PUBLIC WORKS DIRECTOR — DATE 2/10/22

REVISIONS	DATE	DRAWN	DESIGNED

T-07



NOTES:

1. RAMPS TO BE CENTERED IN CROSSWALKS.
2. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. RAMP WING MAY BE REPLACED WITH TYPE E-1 CURB SIMILAR TO CURB RAMP DETAIL T-01 IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
4. SURROUNDING SIDEWALK CROSS SLOPE TO BE 2% MAX. RADIALLY AROUND CORNER SECTION.
5. IF A SINGLE DIAGONAL CURB RAMP IS PERMITTED, 48" MIN. CLEAR SPACE SHALL BE PROVIDED FOR MANEUVERING ROOM IN CROSSWALK.

WOODLAND WASHINGTON
PUBLIC WORKS

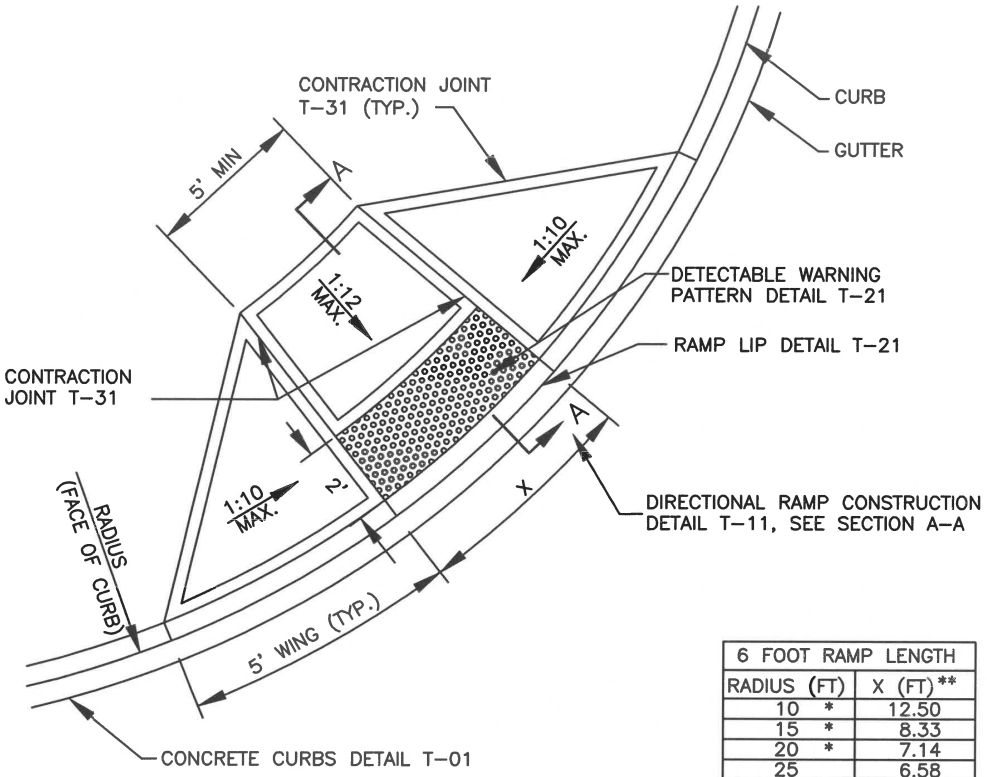
SINGLE DIAGONAL RAMP PLACEMENT

APPROVED

PUBLIC WORKS DIRECTOR — DATE 2/10/22

REVISIONS	DATE	DRAWN	DESIGNED

T-08



6 FOOT RAMP LENGTH	
RADIUS (FT)	X (FT)**
10 *	12.50
15 *	8.33
20 *	7.14
25	6.58
30	6.25
35	6.03
40	5.88
45	5.77
∞	5.68

* DOUBLE ATTACHED RAMPS NOT ALLOWED

** ASSUMED 5' TOP OF RAMP WIDTH

NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
2. RAMP MAY BE USED MID-BLOCK OR ON INTERSECTION RADII.
3. RAMP TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK.
4. RAMP WINGS MAY BE REPLACED WITH TYPE E-1 CURB SIMILAR TO CURB RAMP DETAIL T-01 IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
5. SEE STANDARD LANDING CROSS SECTIONS – SEE SECTION A-A DETAIL T-19.
6. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
7. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, A DIAGONAL RAMP IS NOT ALLOWED. A DIFFERENT TYPE OF RAMP MUST BE USED.

WOODLAND WASHINGTON
PUBLIC WORKS

DIAGONAL RAMP CONSTRUCTION

APPROVED

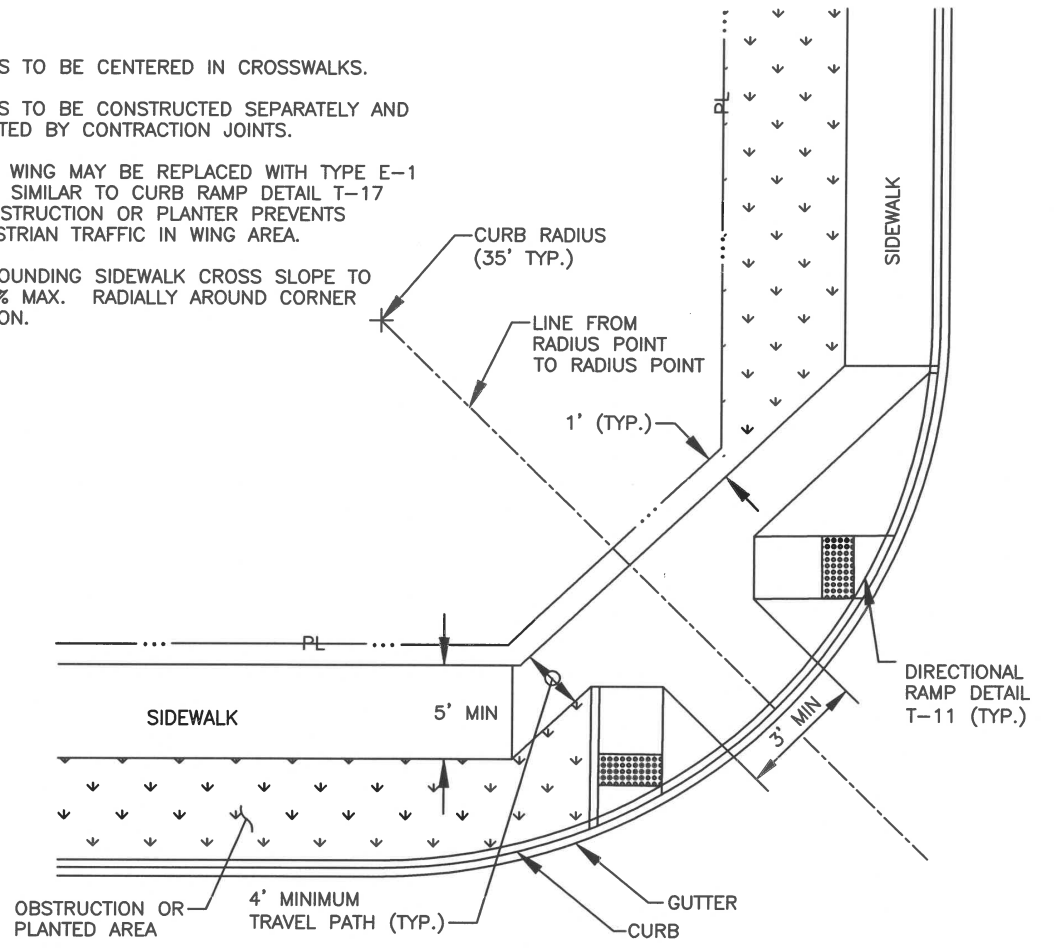
PUBLIC WORKS DIRECTOR — DATE 2/10/22

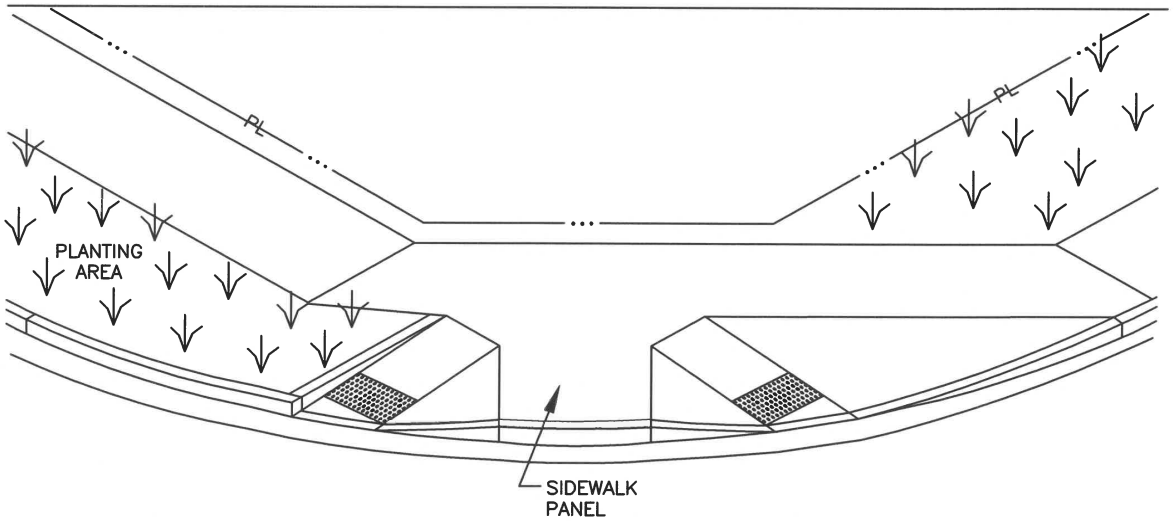
REVISIONS	DATE	DRAWN	DESIGNED

T-09

NOTES:

1. RAMPS TO BE CENTERED IN CROSSWALKS.
2. RAMPS TO BE CONSTRUCTED SEPARATELY AND ISOLATED BY CONTRACTION JOINTS.
3. RAMP WING MAY BE REPLACED WITH TYPE E–1 CURB SIMILAR TO CURB RAMP DETAIL T–17 IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
4. SURROUNDING SIDEWALK CROSS SLOPE TO BE 2% MAX. RADIALLY AROUND CORNER SECTION.





DOUBLE DIRECTIONAL RAMP PLACEMENT

WOODLAND WASHINGTON PUBLIC WORKS

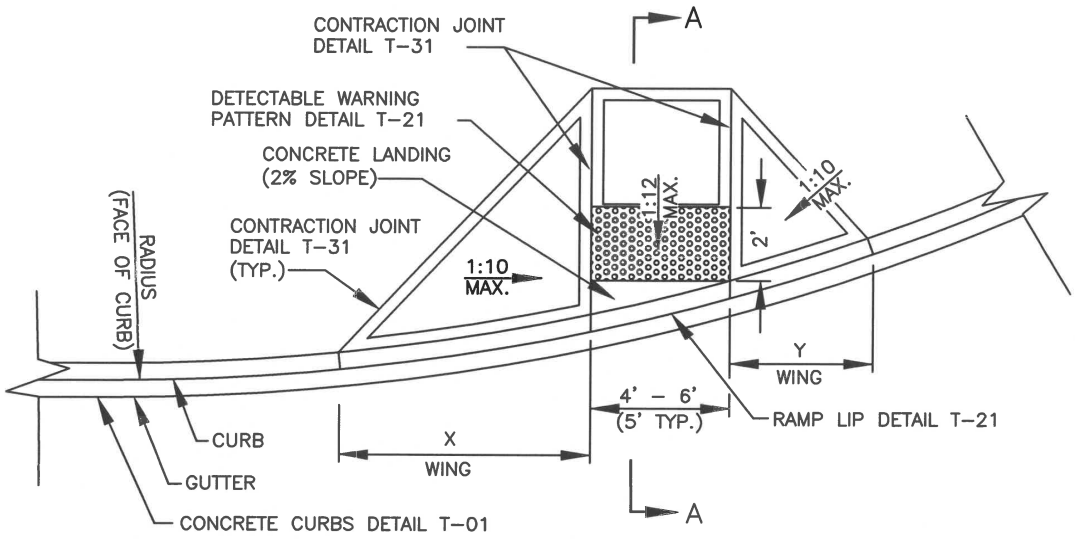
APPROVED

PUBLIC WORKS DIRECTOR

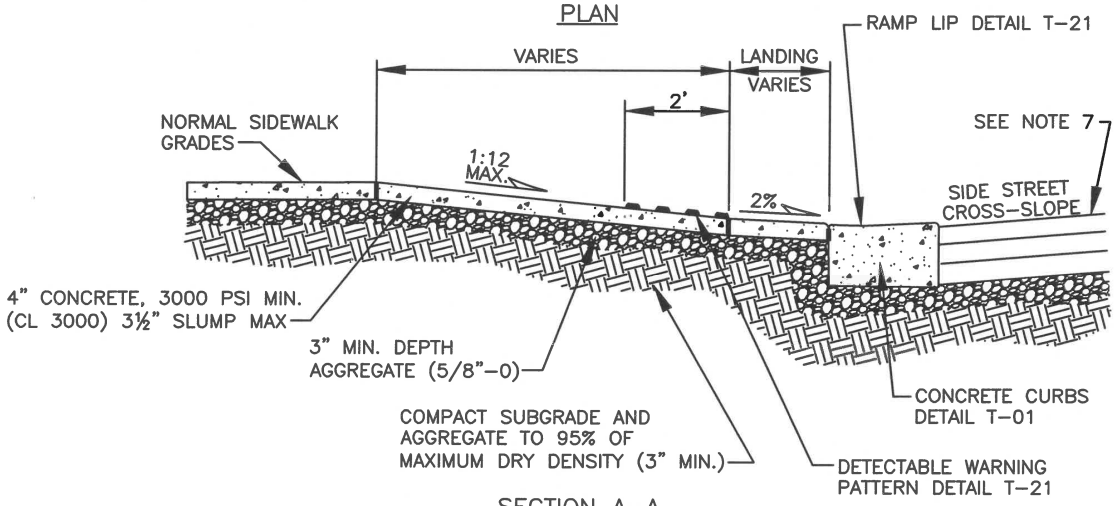
2/10/23
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T–10



PLAN



SECTION A-A

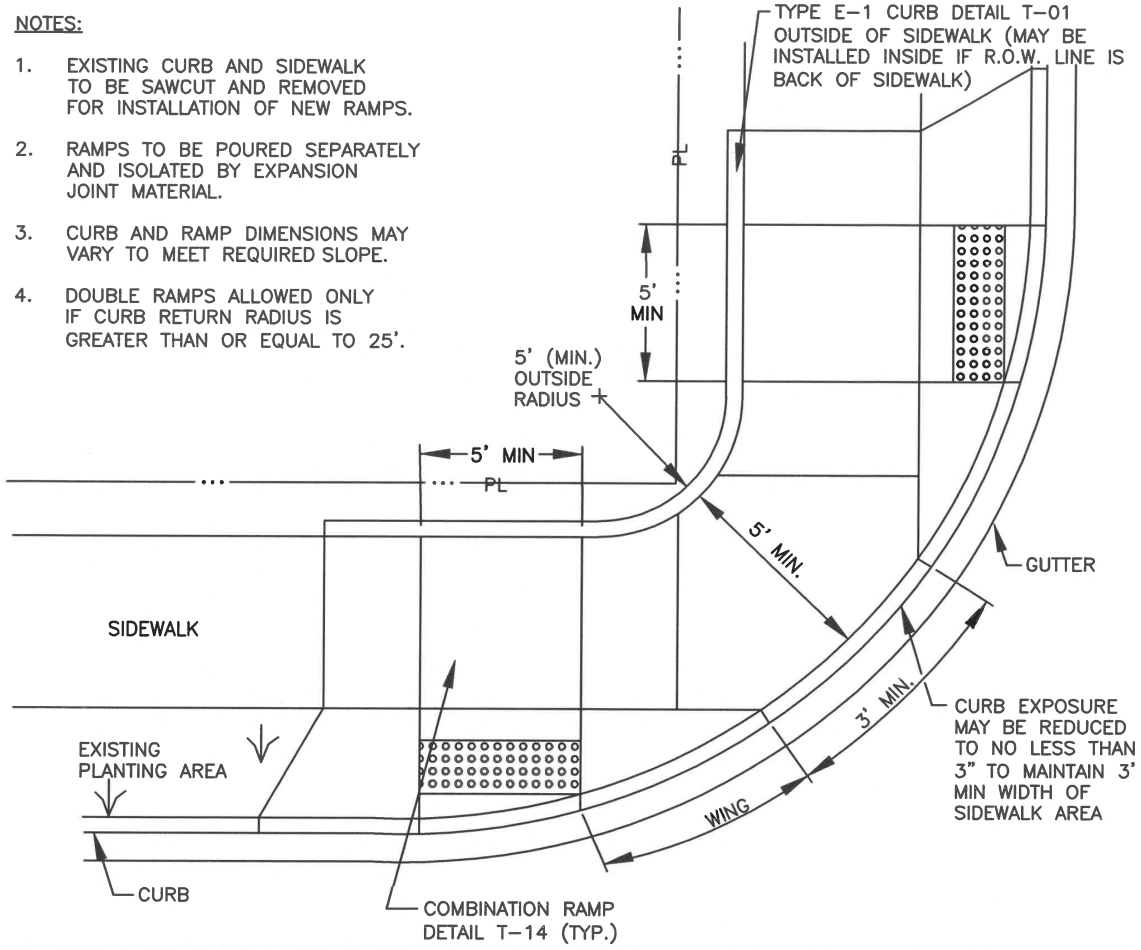
NOTES:

1. DIMENSIONS X & Y VARY DEPENDING UPON RADIUS AND PLACEMENT OF RAMP TO MAINTAIN 1:10 MAXIMUM SLOPE.
2. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
3. RAMP TO BE CENTERED IN CROSSWALK.
4. RAMP TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
5. RAMP WING MAY BE REPLACED WITH TYPE E-1 CURB T-01 SIMILAR TO CURB RAMP DETAIL T-29 IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
6. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.
7. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.

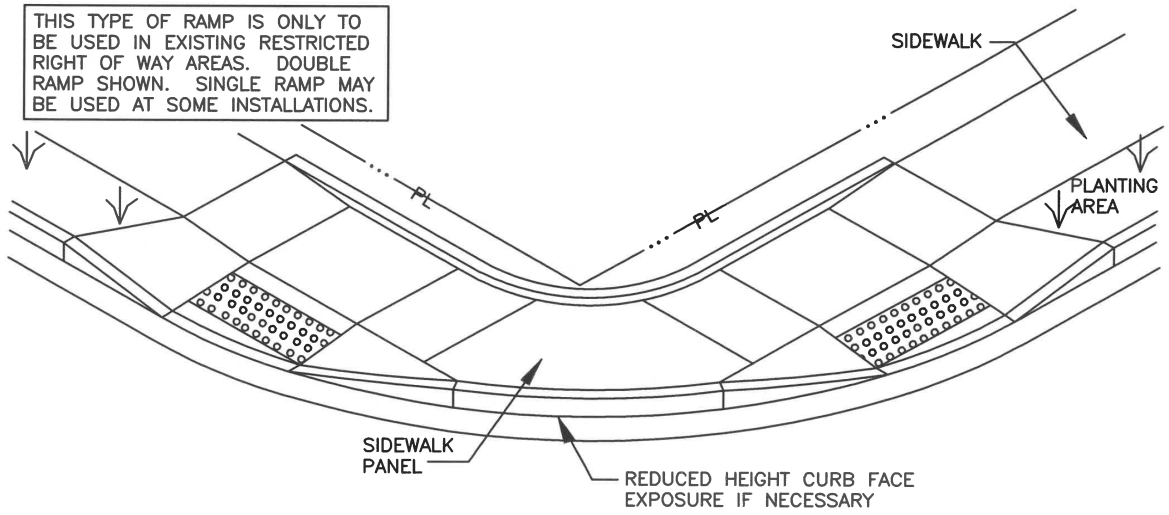
WOODLAND WASHINGTON PUBLIC WORKS	DIRECTIONAL RAMP CONSTRUCTION					T-11
	APPROVED	REVISIONS	DATE	DRAWN	DESIGNED	
	PUBLIC WORKS DIRECTOR 12/10/23 DATE					

NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMPS.
2. RAMPS TO BE POURED SEPARATELY AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. CURB AND RAMP DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
4. DOUBLE RAMPS ALLOWED ONLY IF CURB RETURN RADIUS IS GREATER THAN OR EQUAL TO 25'.



THIS TYPE OF RAMP IS ONLY TO BE USED IN EXISTING RESTRICTED RIGHT OF WAY AREAS. DOUBLE RAMP SHOWN. SINGLE RAMP MAY BE USED AT SOME INSTALLATIONS.



DOUBLE COMBINATION RAMP PLACEMENT – A

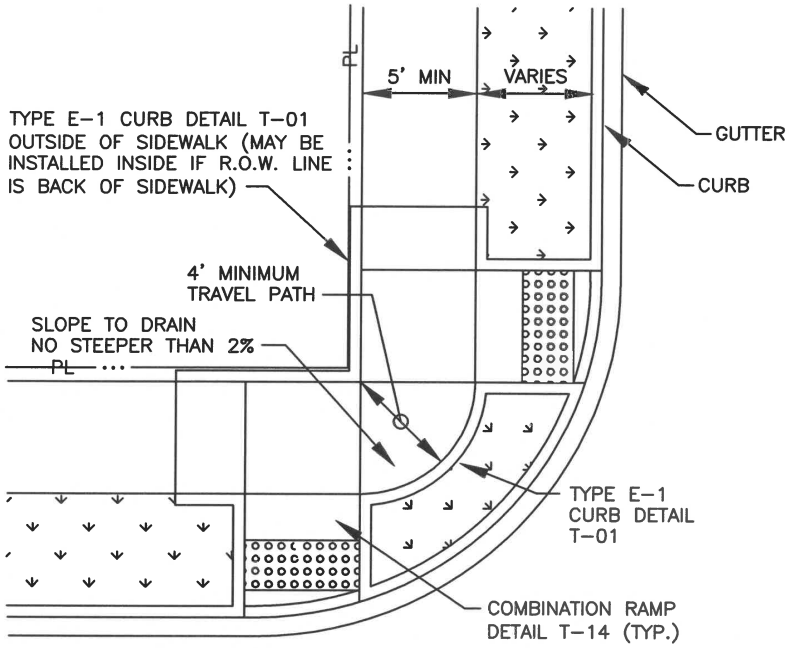
WOODLAND WASHINGTON PUBLIC WORKS

APPROVED

PUBLIC WORKS DIRECTOR — DATE 2/10/22

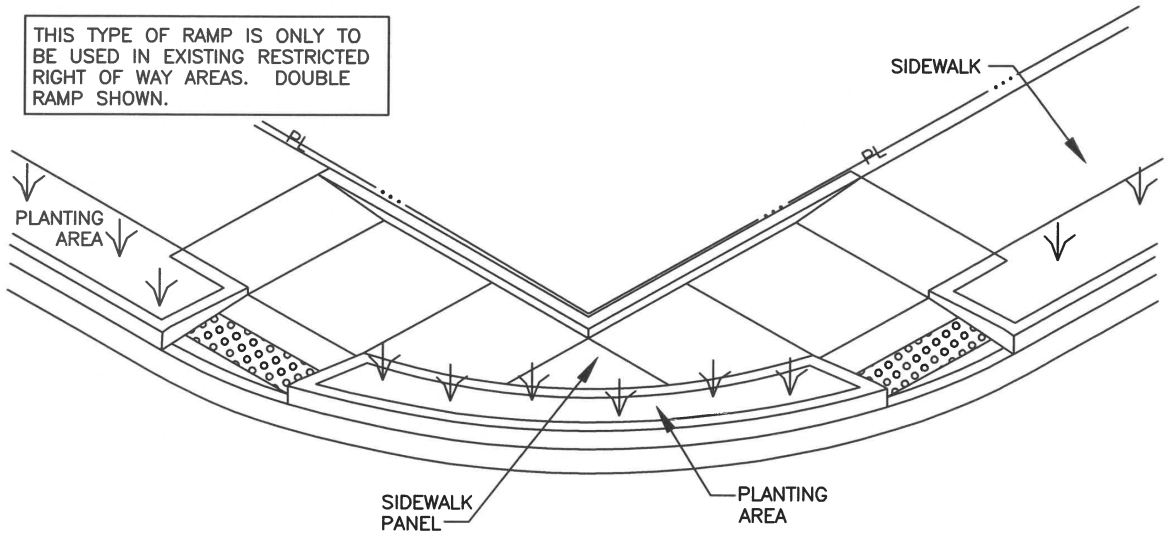
REVISIONS	DATE	DRAWN	DESIGNED

T-12



NOTES:

1. RAMPS TO BE CENTERED IN CROSSWALKS.
2. RAMPS TO BE CONSTRUCTED SEPARATELY.



DOUBLE COMBINATION RAMP PLACEMENT – B

WOODLAND WASHINGTON PUBLIC WORKS

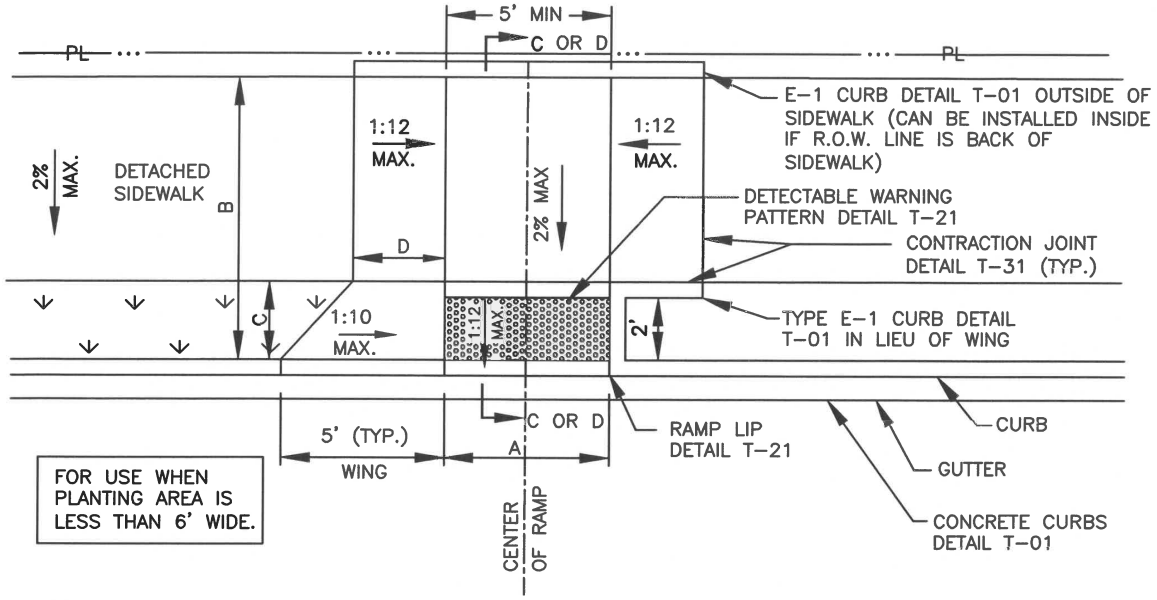
APPROVED

PUBLIC WORKS DIRECTOR

DATE 2/10/22

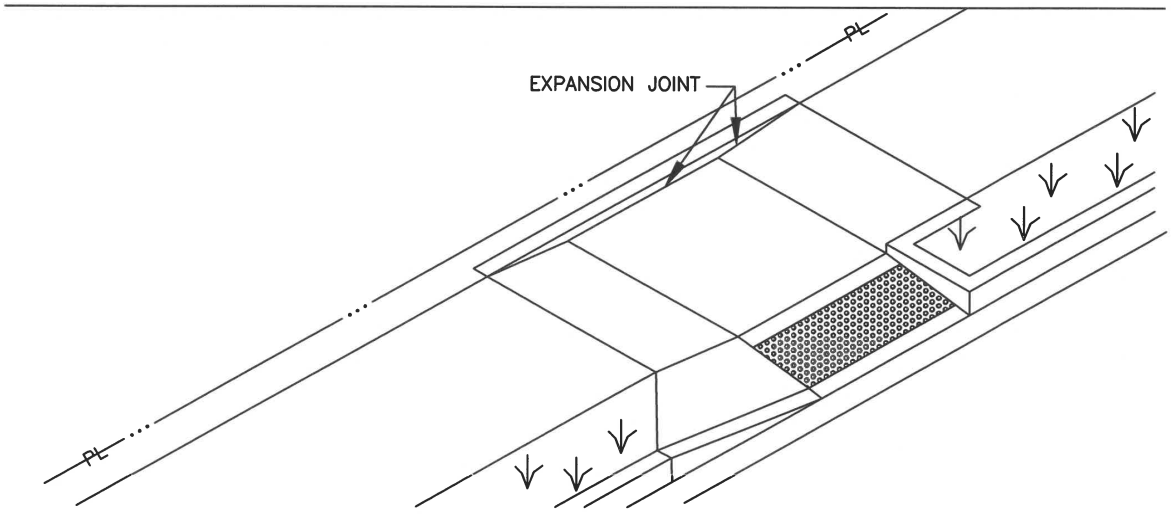
REVISIONS	DATE	DRAWN	DESIGNED

T-13



NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
2. RAMP MAY BE USED MID BLOCK OR ON INTERSECTION RADIUS.
3. RAMP TO BE CENTERED IN CROSSWALK.
4. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
5. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
6. DIMENSION 'C' VARIES.
7. DIMENSION 'A' VARIES DEPENDING UPON RAMP WIDTH, 5' MIN.
8. DIMENSION 'D' VARIES DEPENDING UPON THE SLOPE OF THE SIDEWALK, 2' MIN TO 15' MAX.
9. SEE STANDARD LANDING CROSS SECTIONS DETAIL T-20 FOR SECTIONS C-C AND D-D.



WOODLAND WASHINGTON PUBLIC WORKS

COMBINATION RAMP CONSTRUCTION

APPROVED

PUBLIC WORKS DIRECTOR

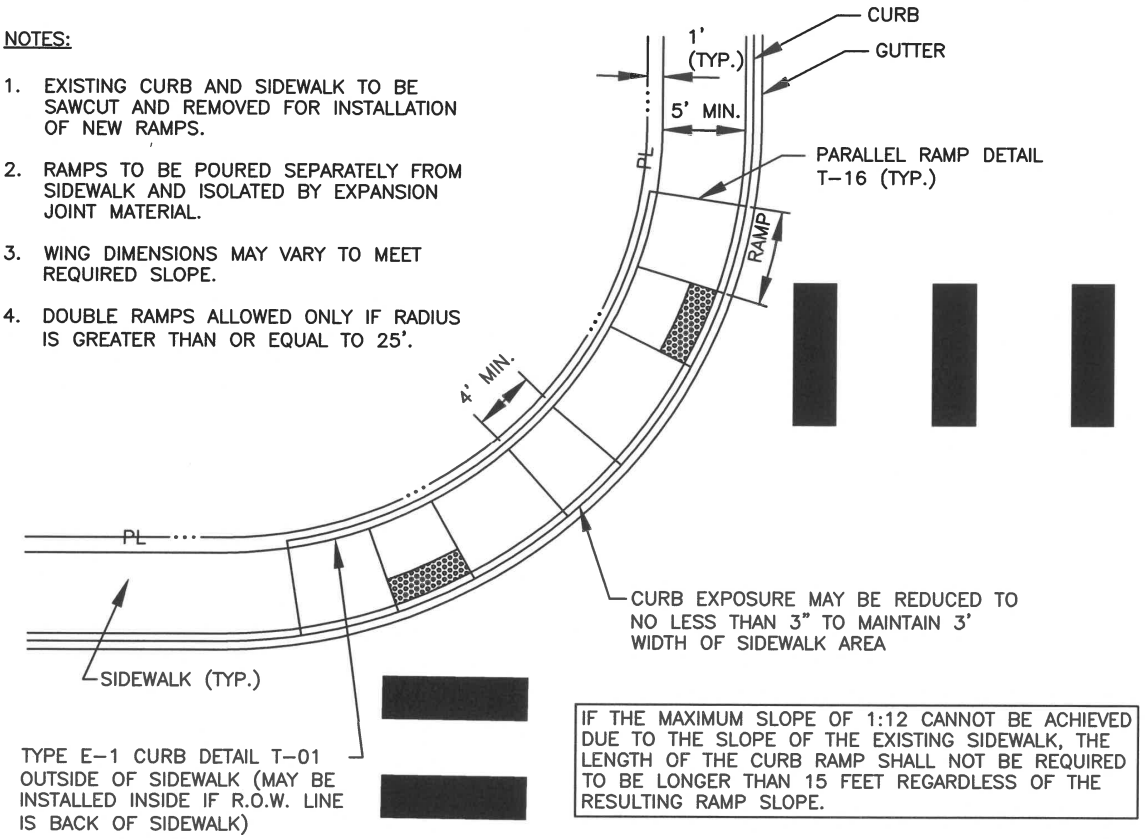
2/10/22
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-14

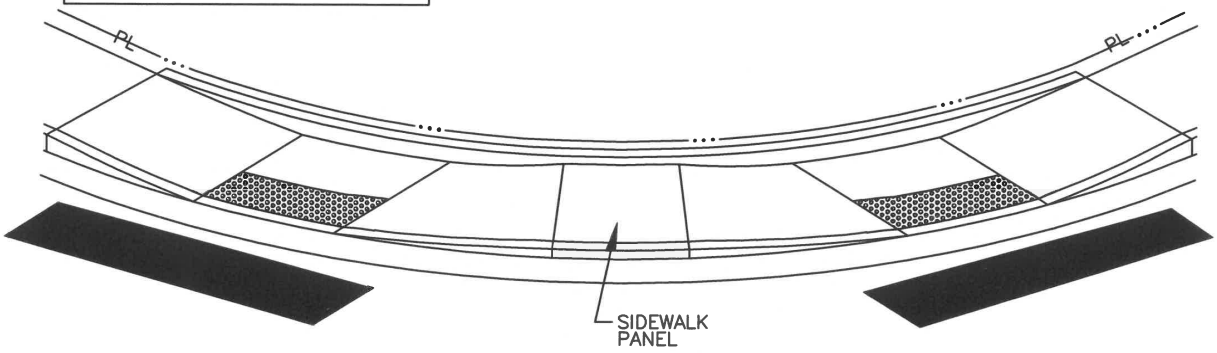
NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMPS.
2. RAMPS TO BE POURED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
4. DOUBLE RAMPS ALLOWED ONLY IF RADIUS IS GREATER THAN OR EQUAL TO 25'.



IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.

THIS TYPE OF RAMP IS ONLY TO BE USED IN EXISTING RESTRICTED RIGHT OF WAY AREAS, DOUBLE RAMP SHOWN. SINGLE RAMP MAY BE USED AT SOME INSTALLATIONS.



DOUBLE PARALLEL RAMP REPLACEMENT

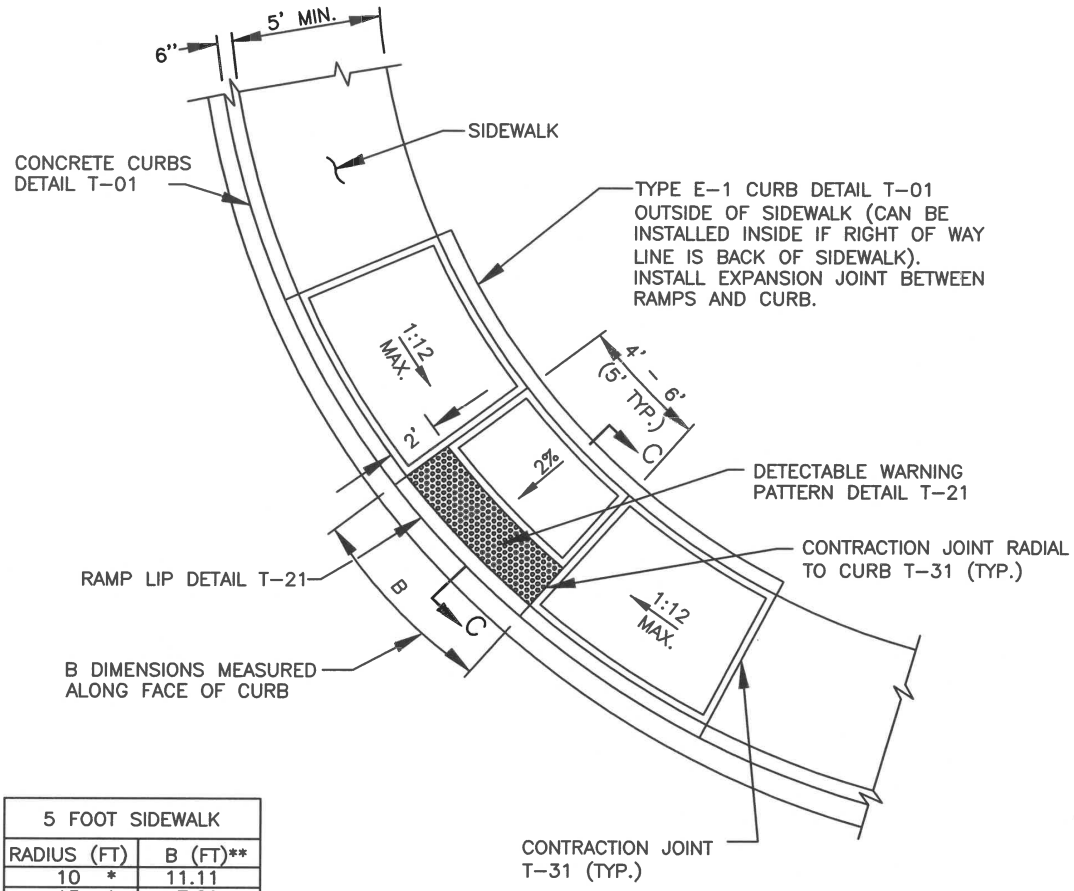
WOODLAND WASHINGTON PUBLIC WORKS

APPROVED

PUBLIC WORKS DIRECTOR — DATE 2/10/22

REVISIONS	DATE	DRAWN	DESIGNED

T-15



5 FOOT SIDEWALK	
RADIUS (FT)	B (FT)**
10 *	11.11
15 *	7.89
20 *	6.90
25	6.41
30	6.12
35	5.93
40	5.80
45	5.63
∞	5.00

* DOUBLE ATTACHED RAMPS NOT ALLOWED

** ASSUMED 5' TOP OF RAMP WIDTH

NOTES:

1. RAMPS SHALL HAVE A MAXIMUM 1:12 SLOPE.
2. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
3. RAMP MAY BE USED MID-BLOCK OR ON INTERSECTION RADIUS.
4. RAMP TO BE CENTERED IN CROSSWALK.
5. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
6. SEE STANDARD LANDING CROSS SECTIONS – C–C DETAIL T–20.
7. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
8. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.

WOODLAND WASHINGTON PUBLIC WORKS

PARALLEL RAMP

APPROVED

PUBLIC WORKS DIRECTOR

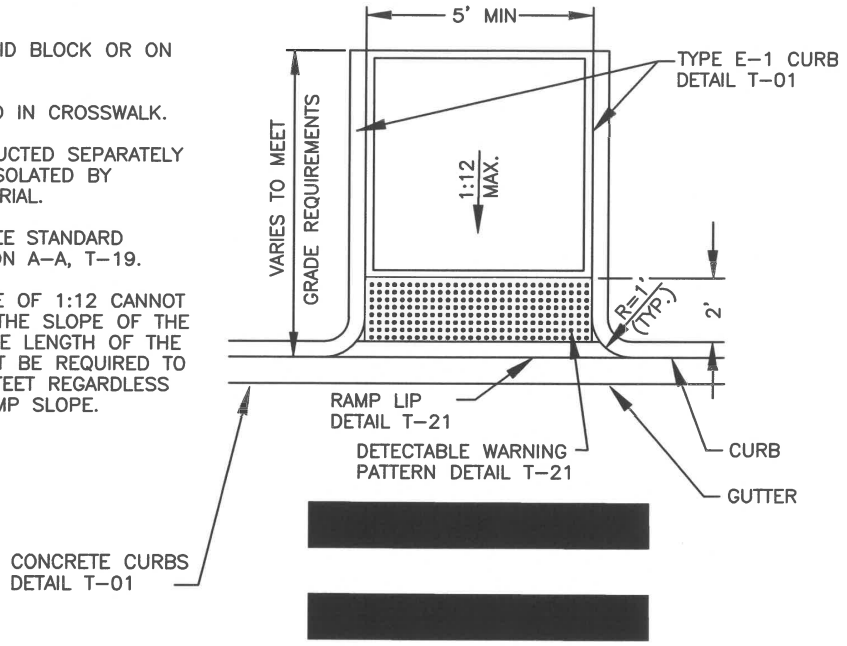
DATE 2/10/23

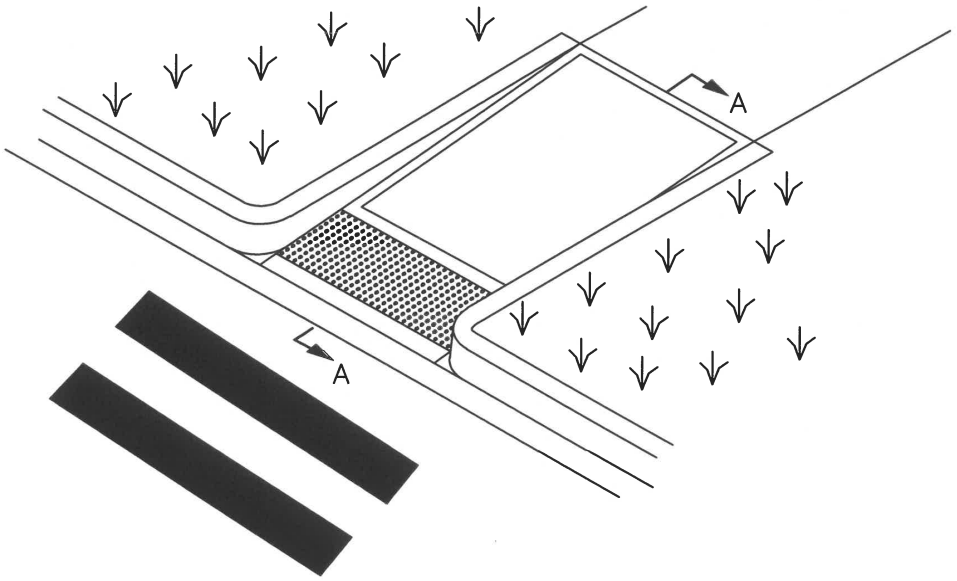
REVISIONS	DATE	DRAWN	DESIGNED

T–16

NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
2. RAMP MAY BE USED MID BLOCK OR ON INTERSECTION RADIUS.
3. RAMP TO BE CENTERED IN CROSSWALK.
4. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
5. FOR SECTIONS A–A, SEE STANDARD LANDING CROSS SECTION A–A, T–19.
6. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.





PERPENDICULAR RAMP

WOODLAND WASHINGTON PUBLIC WORKS

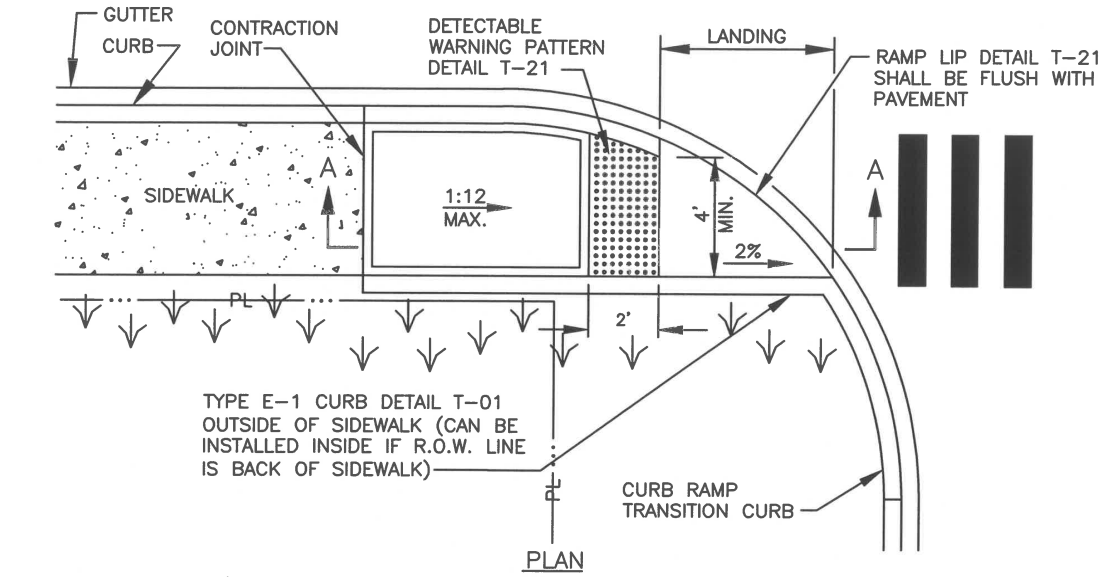
APPROVED

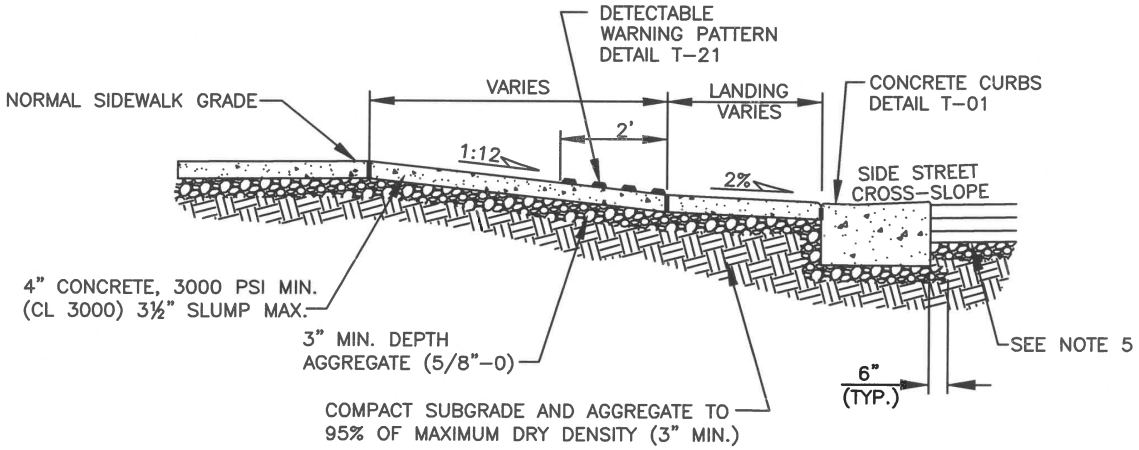
PUBLIC WORKS DIRECTOR

2/10/22
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T–17



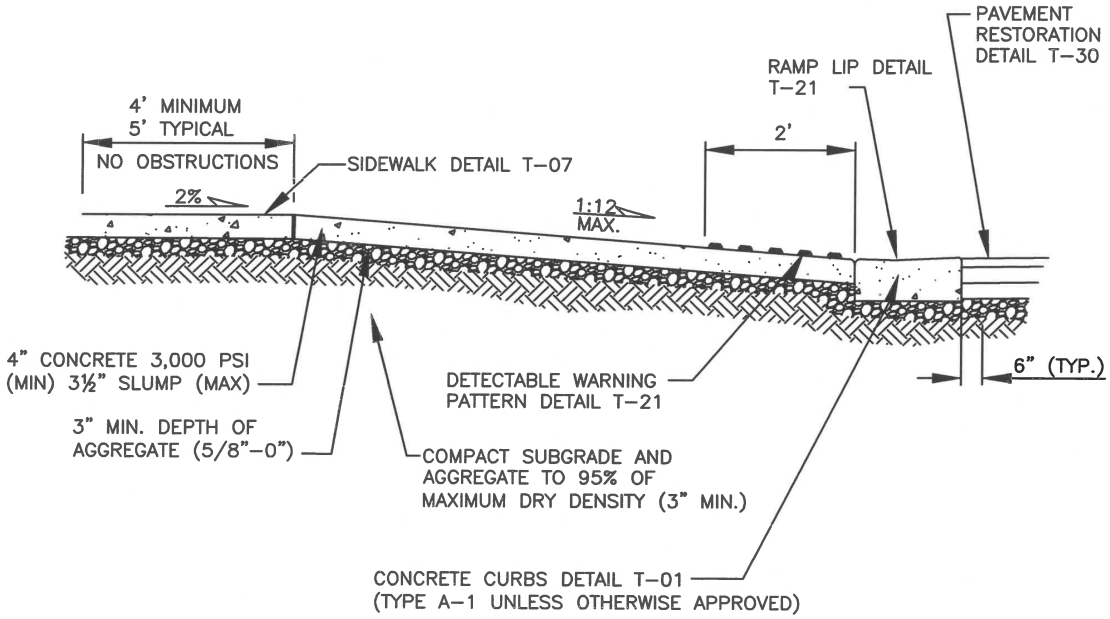


SECTION A-A

NOTES:

1. THIS DETAIL IS TO BE USED ONLY FOR RETROFIT PROJECTS WHEN RIGHT-OF-WAY IS LIMITED TO BACK OF SIDEWALK. SPECIFIC PUBLIC WORKS DIRECTOR APPROVAL IS REQUIRED FOR THE USE OF THIS DETAIL.
2. RAMP TO BE CENTERED IN CROSSWALK.
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 4' SHALL BE MAINTAINED.
4. IF THE MAXIMUM SLOPE OF 1:12 CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.
5. SEE PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T-30 WHEN CUTTING EXISTING CURB.

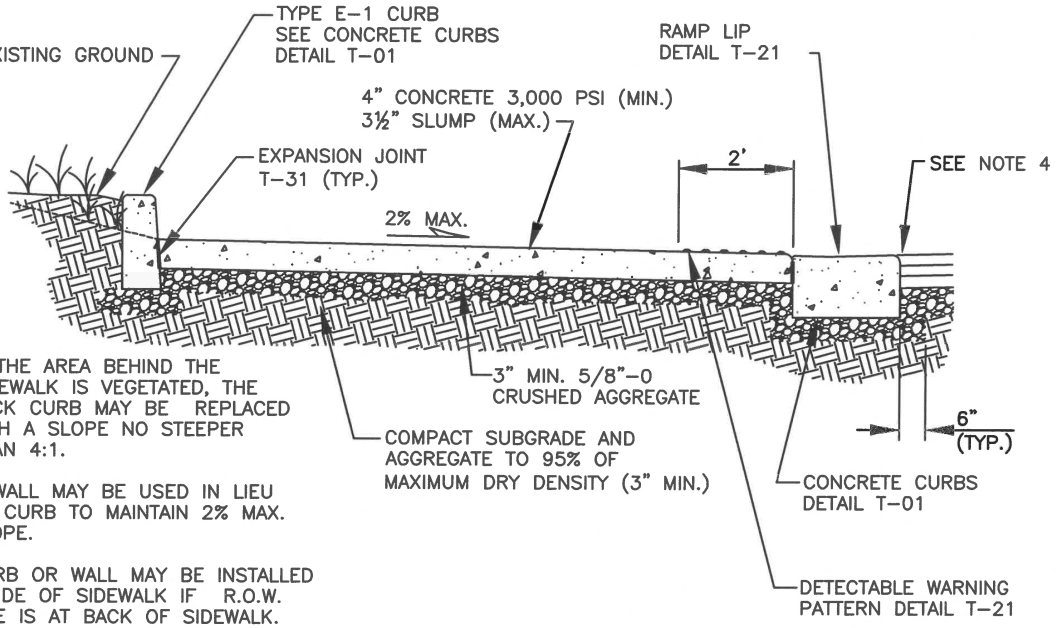
WOODLAND WASHINGTON PUBLIC WORKS	CURB RAMP FOR LIMITED R.O.W. AREAS					T-18
	APPROVED	REVISIONS	DATE	DRAWN	DESIGNED	
	PUBLIC WORKS DIRECTOR 2/10/23 DATE					



SECTION A–A

SEE DIAGONAL RAMP CONSTRUCTION DETAIL T-09
AND PERPENDICULAR RAMP DETAIL T-17

WOODLAND WASHINGTON PUBLIC WORKS	STANDARD LANDING CROSS SECTION A–A	REVISIONS	DATE	DRAWN	DESIGNED	T-19
	APPROVED PUBLIC WORKS DIRECTOR 2/10/22 DATE					

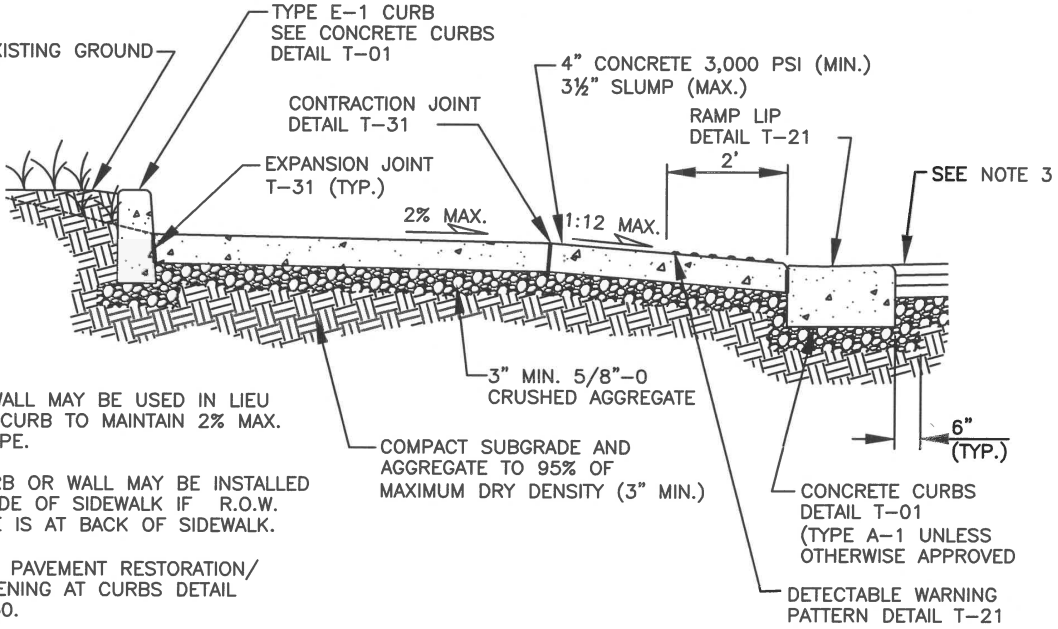


NOTES:

1. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
2. A WALL MAY BE USED IN LIEU OF CURB TO MAINTAIN 2% MAX. SLOPE.
3. CURB OR WALL MAY BE INSTALLED INSIDE OF SIDEWALK IF R.O.W. LINE IS AT BACK OF SIDEWALK.
4. SEE PAVEMENT RESTORATION/ WIDENING AT CURBS DETAIL T-30.

SECTION C-C SINGLE-SLOPE LANDING

FOR DETAIL T-16



NOTES:

1. A WALL MAY BE USED IN LIEU OF CURB TO MAINTAIN 2% MAX. SLOPE.
2. CURB OR WALL MAY BE INSTALLED INSIDE OF SIDEWALK IF R.O.W. LINE IS AT BACK OF SIDEWALK.
3. SEE PAVEMENT RESTORATION/ WIDENING AT CURBS DETAIL T-30.

SECTION D-D MULTI-SLOPED LANDING

FOR DETAILS T-12, T-13, AND T-14

STANDARD LANDING CROSS SECTIONS C-C AND D-D

WOODLAND WASHINGTON PUBLIC WORKS

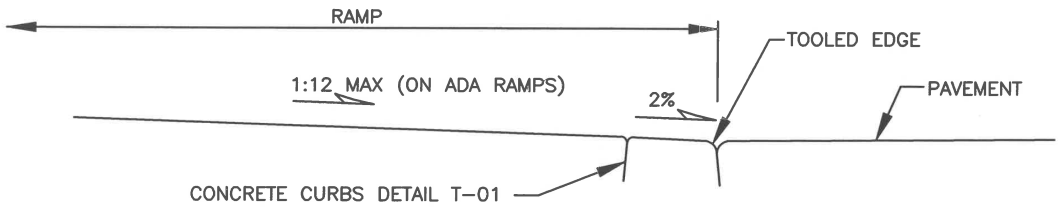
APPROVED

PUBLIC WORKS DIRECTOR

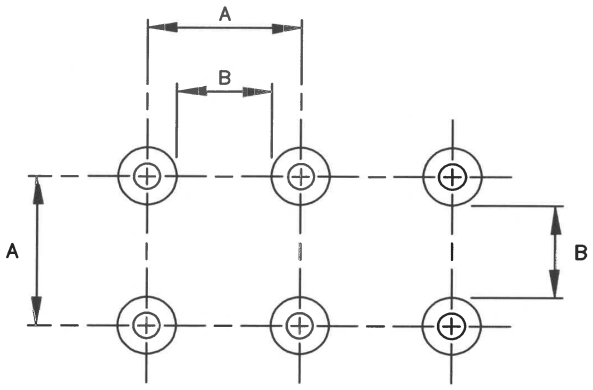
2/10/22
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-20

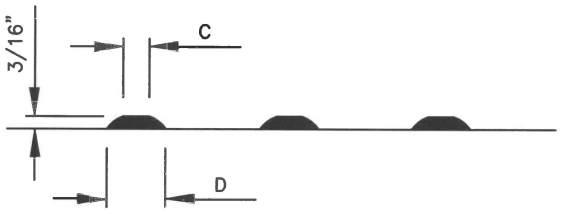


RAMP LIP DETAIL



PLAN

	MIN.	MAX.
A	1 5/8"	2 3/8"
B	5/8"	1 1/2"
C	7/16"	3/4"
D	7/8"	1 7/16"



ELEVATION

NOTES:

1. DETECTABLE WARNINGS SHALL BE MANUFACTURED USING THE MATERIALS SPECIFIED ON THE PLAN SHEETS WITH THE DOME DIMENSIONS AND SPACING SHOWN AND INSTALLED PER THE MANUFACTURER'S RECOMMENDED PROCEDURES.
2. DETECTABLE WARNINGS SHALL BE INSET INTO NEW CONCRETE WITH NO AIR TRAPPED UNDERNEATH. GLUED ON OR NAILED DOWN PRODUCTS ARE NOT ACCEPTABLE FOR NEW CONSTRUCTION.
3. SAFETY YELLOW TRUNCATED DOMES ARE REQUIRED UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DIRECTOR.

DETECTABLE WARNING PATTERN DETAIL

WOODLAND WASHINGTON PUBLIC WORKS

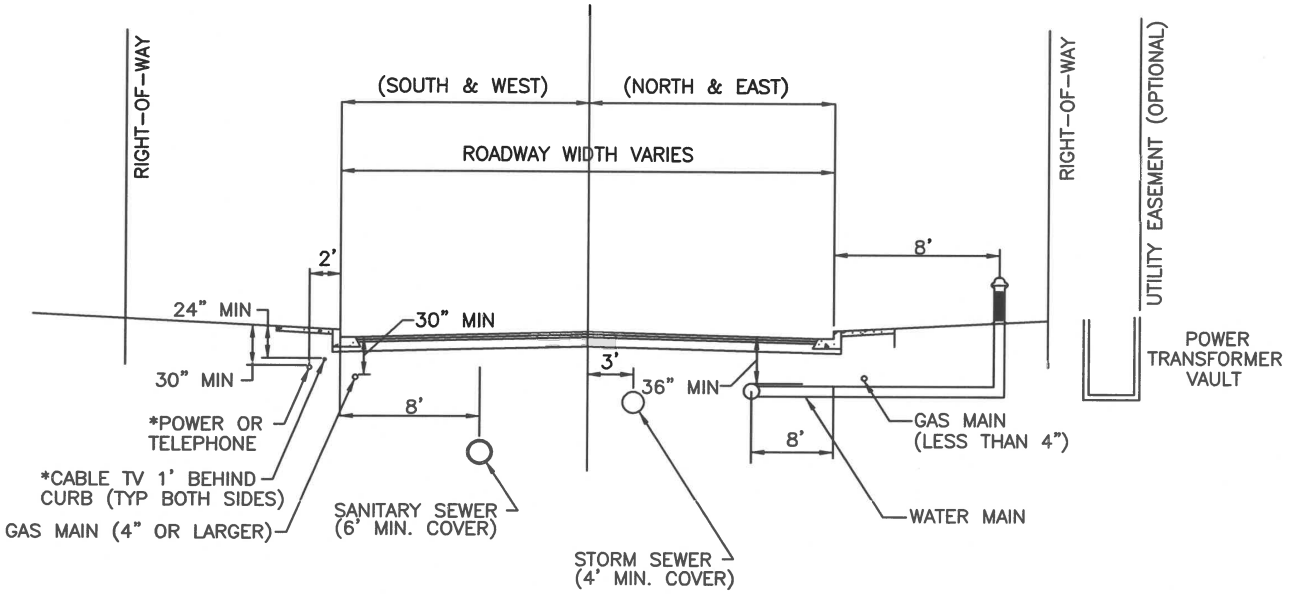
RAMP LIP AND DETECTABLE WARNING PATTERN

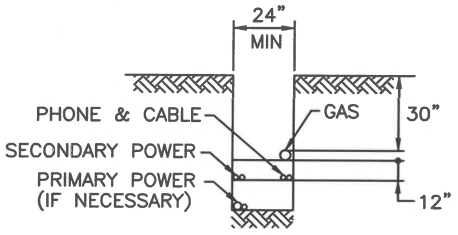
APPROVED

PUBLIC WORKS DIRECTOR — DATE 2/10/23

REVISIONS	DATE	DRAWN	DESIGNED

T-21





*JOINT TRENCH DETAIL (OPTIONAL)

NOTES:

1. THE PUBLIC WORKS DIRECTOR MAY REQUIRE INSTALLATION OF SANITARY SEWER AT A DEPTH GREATER THAN 6 FEET.
2. ALTERNATE LOCATIONS CONSIDERED ONLY TO SALVAGE CORE ROADWAY, OR TO AVOID SUBSTANTIAL CONFLICT WITH EXISTING UTILITIES.
3. MANHOLES CONES TO BE ROTATED TO KEEP MANHOLE COVER LOCATED OUTSIDE OF WHEEL PATH.
4. GAS VALVES ARE TO BE LOCATED 2' MINIMUM FROM FACE OF CURB.
5. MODIFICATION TO THIS STANDARD IS SUBJECT TO THE REVIEW AND APPROVAL OF THE PUBLIC WORKS DIRECTOR.
6. PUBLIC BOXES AND VAULTS OF PRIVATE UTILITIES WILL BE LOCATED OUTSIDE OF THE SIDEWALK.

WOODLAND WASHINGTON PUBLIC WORKS

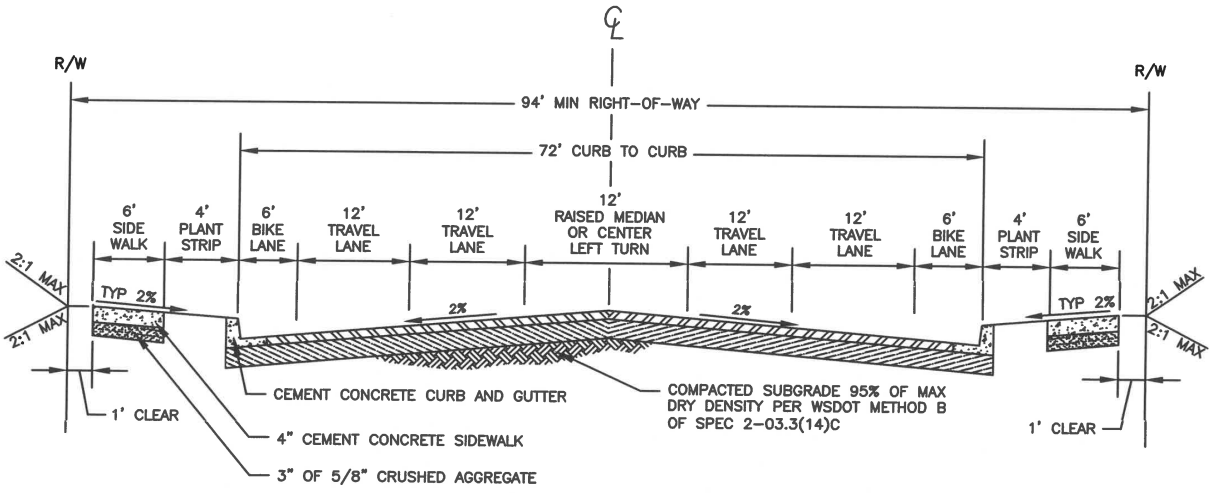
UTILITY PLACEMENT

APPROVED

PUBLIC WORKS DIRECTOR — DATE 2/10/23

REVISIONS	DATE	DRAWN	DESIGNED

T-22



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.55'	0.40'
A-2	0.55'	0.55'
A-3	0.55'	0.80'
A-4	0.60'	1.00'
A-5	0.60'	1.35'
A-6	0.60'	1.80'
A-7	0.90'	1.45'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.60'	0.25'
A-2	0.65'	0.25'
A-3	0.72'	0.25'
A-4	0.82'	0.25'
A-5	0.92'	0.25'
A-6	1.05'	0.25'
A-7	1.25'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE HMA CLASS 1/2" PG 58H-22 PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
5. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
6. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPEC SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES. BASE ROCK WILL BE COMPACTED TO MEET SPEC 2-03.3(14)D.
7. IF EX. ASPHALT THICKNESS IS GREATER THAN THE RESTORATION THICKNESS SPECIFIED IN THE CONVENTIONAL OR THICK ASPHALT CONSTRUCTION TABLES ABOVE, ASPHALT SHALL BE INSTALLED TO MATCH THE EX. THICKNESS.

WOODLAND
PUBLIC WORKS

MAJOR ARTERIAL

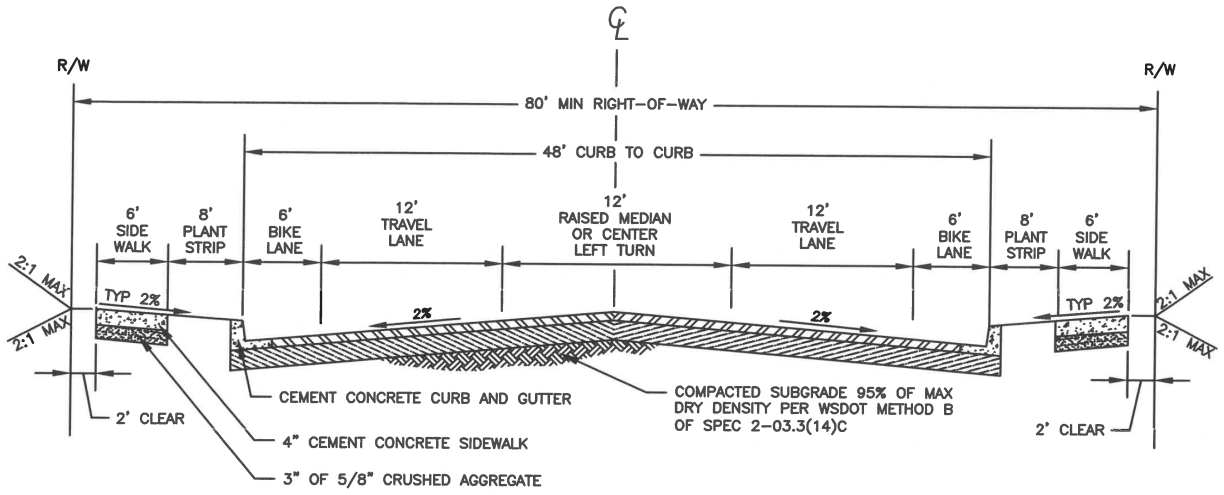
APPROVED

PUBLIC WORKS DIRECTOR

11-17-23
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-23



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.50'	0.40'
A-2	0.50'	0.50'
A-3	0.50'	0.75'
A-4	0.50'	1.10'
A-5	0.50'	1.45'
A-6	0.55'	1.65'
A-7	0.75'	1.65'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.55'	0.25'
A-2	0.57'	0.25'
A-3	0.65'	0.25'
A-4	0.75'	0.25'
A-5	0.85'	0.25'
A-6	0.95'	0.25'
A-7	1.15'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
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5. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
6. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPEC SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES. BASE ROCK WILL BE COMPACTED TO MEET SPEC 2-03.3(14)D.
7. IF EX. ASPHALT THICKNESS IS GREATER THAN THE RESTORATION THICKNESS SPECIFIED IN THE CONVENTIONAL OR THICK ASPHALT CONSTRUCTION TABLES ABOVE, ASPHALT SHALL BE INSTALLED TO MATCH THE EX. THICKNESS.

WOODLAND WASHINGTON
PUBLIC WORKS

SR-503 ARTERIAL

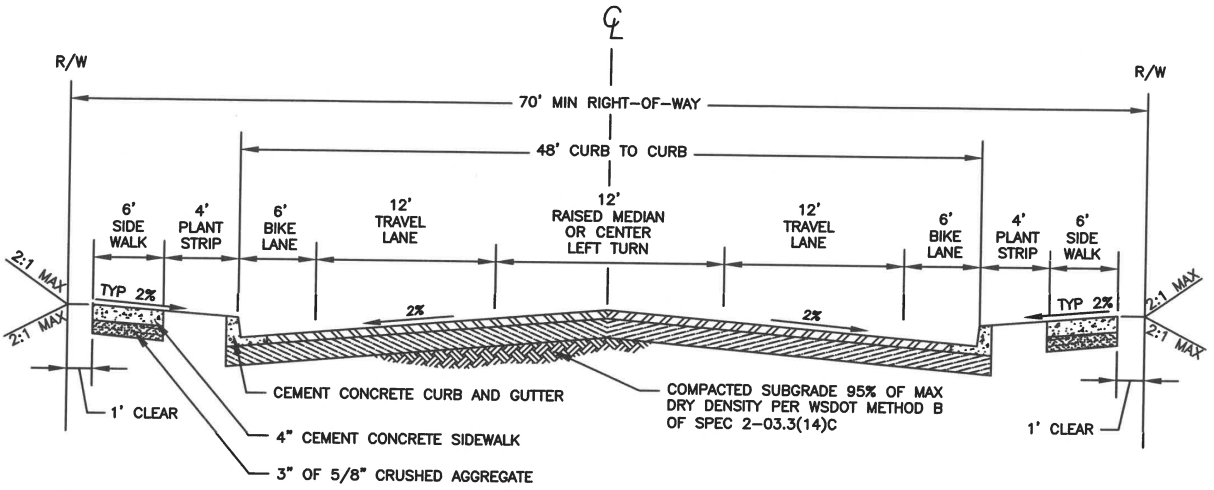
APPROVED

PUBLIC WORKS DIRECTOR

11-17-23
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-24A



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.50'	0.40'
A-2	0.50'	0.50'
A-3	0.50'	0.75'
A-4	0.50'	1.10'
A-5	0.50'	1.45'
A-6	0.55'	1.65'
A-7	0.75'	1.65'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.55'	0.25'
A-2	0.57'	0.25'
A-3	0.65'	0.25'
A-4	0.75'	0.25'
A-5	0.85'	0.25'
A-6	0.95'	0.25'
A-7	1.15'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
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WOODLAND WASHINGTON
PUBLIC WORKS

MINOR ARTERIAL

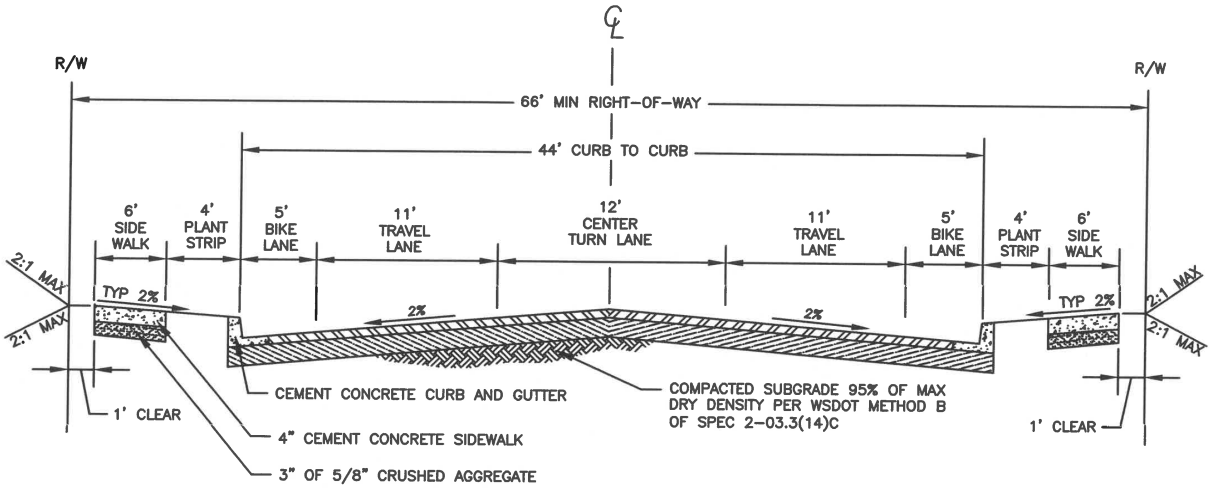
APPROVED

PUBLIC WORKS DIRECTOR

11-17-23
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-24B



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.45'	0.45'
A-2	0.45'	0.45'
A-3	0.45'	0.55'
A-4	0.45'	0.85'
A-5	0.45'	1.15'
A-6	0.45'	1.55'
A-7	0.50'	2.00'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.52'	0.25'
A-2	0.52'	0.25'
A-3	0.55'	0.25'
A-4	0.62'	0.25'
A-5	0.72'	0.25'
A-6	0.82'	0.25'
A-7	1.00'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
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WOODLAND WASHINGTON
PUBLIC WORKS

COMMERCIAL/INDUSTRIAL COLLECTOR

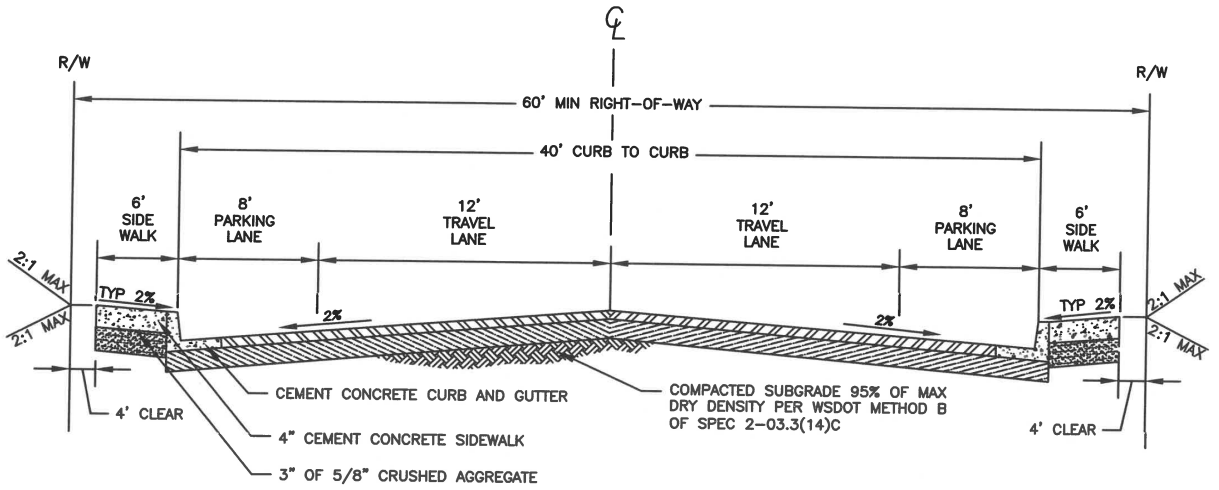
APPROVED

PUBLIC WORKS DIRECTOR

11-17-23
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-25A



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.45'	0.45'
A-2	0.45'	0.45'
A-3	0.45'	0.55'
A-4	0.45'	0.85'
A-5	0.45'	1.15'
A-6	0.45'	1.55'
A-7	0.50'	2.00'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.52'	0.25'
A-2	0.52'	0.25'
A-3	0.55'	0.25'
A-4	0.62'	0.25'
A-5	0.72'	0.25'
A-6	0.82'	0.25'
A-7	1.00'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
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WOODLAND WASHINGTON
PUBLIC WORKS

TWO-LANE COLLECTOR

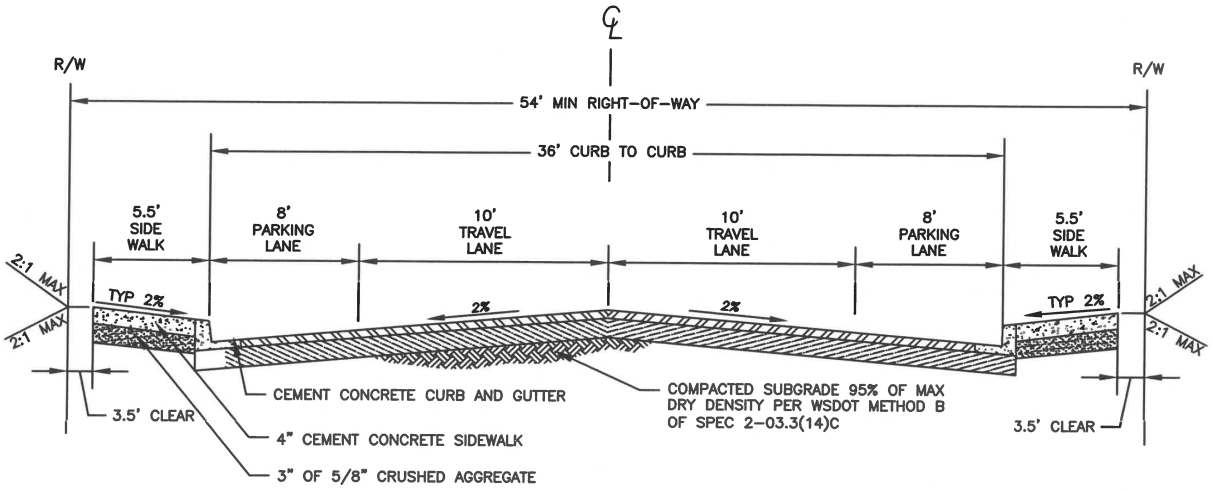
APPROVED

PUBLIC WORKS DIRECTOR

11-17-23
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-25B



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.35'	0.50'
A-2	0.35'	0.50'
A-3	0.35'	0.50'
A-4	0.35'	0.60'
A-5	0.35'	0.90'
A-6	0.35'	1.20'
A-7	0.40'	1.60'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.42'	0.25'
A-2	0.42'	0.25'
A-3	0.42'	0.25'
A-4	0.45'	0.25'
A-5	0.55'	0.25'
A-6	0.62'	0.25'
A-7	0.80'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE HMA CLASS 1/2" PG 58H-22 PER WSDOT STANDARD SPECIFICATIONS.
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WOODLAND WASHINGTON
PUBLIC WORKS

NEIGHBORHOOD ACCESS

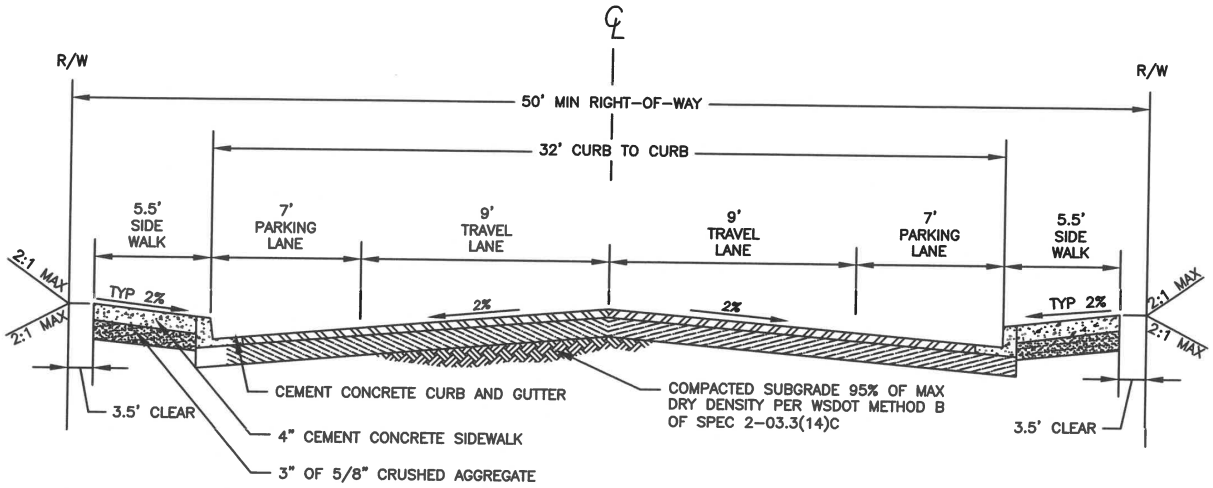
APPROVED

PUBLIC WORKS DIRECTOR

11/17/23
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-26



CONVENTIONAL CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.35'	0.50'
A-2	0.35'	0.50'
A-3	0.35'	0.50'
A-4	0.35'	0.60'
A-5	0.35'	0.90'
A-6	0.35'	1.20'
A-7	0.40'	1.60'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.42'	0.25'
A-2	0.42'	0.25'
A-3	0.42'	0.25'
A-4	0.45'	0.25'
A-5	0.55'	0.25'
A-6	0.62'	0.25'
A-7	0.80'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
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WOODLAND WASHINGTON
PUBLIC WORKS

LOCAL ACCESS

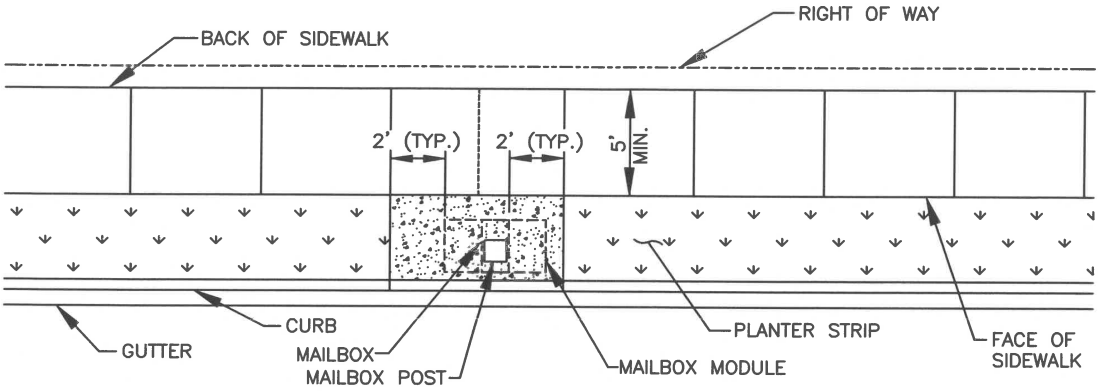
APPROVED

PUBLIC WORKS DIRECTOR

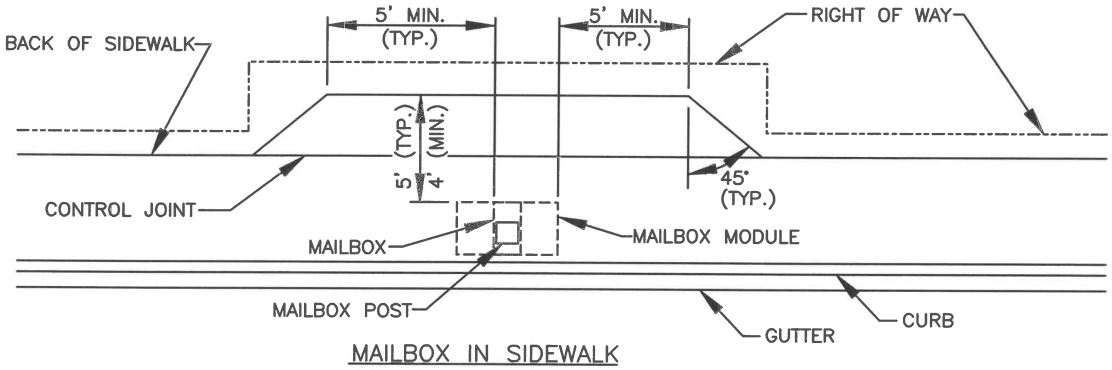
11/17/23
DATE

REVISIONS	DATE	DRAWN	DESIGNED

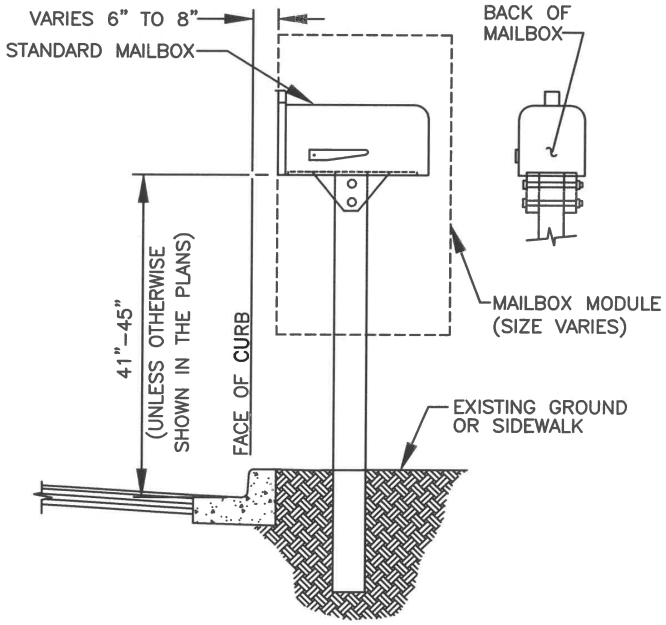
T-27



MAILBOX IN PLANTER STRIP



MAILBOX IN SIDEWALK



NOTES:

1. SEE WSDOT STANDARD DETAIL H-70 FOR MAILBOX, POST, BRACKET AND OTHER INSTALLATION DETAILS.
2. MAILBOXES MUST BE POSTMASTER APPROVED.
3. LOCATION OF MAILBOXES ARE SUBJECT TO APPROVAL BY THE PUBLIC WORKS DIRECTOR FOR ACCESS AND SIGHT DISTANCE REQUIREMENTS SEE INTERSECTION SIGHT DISTANCE REQUIREMENTS DETAIL T-28 AND VISION CLEARANCE TRIANGLE DETAIL T-29.
4. INSTALL EXPANSION JOINT MATERIAL AROUND MAILBOX POST WHEN SET IN SIDEWALK.
5. EXTEND SIDEWALK JOINTS THROUGH WIDENED SIDEWALK SECTION.
6. RESIDENTIAL ACCESS TO MODULE MAILBOX WILL BE ON SIDEWALK SIDE.

TYPICAL MAILBOX PLACEMENT

WOODLAND WASHINGTON PUBLIC WORKS

APPROVED

PUBLIC WORKS DIRECTOR

2/10/22
DATE

REVISIONS	DATE	DRAWN	DESIGNED

T-37

PUBLIC WORKS

WOODLAND WASHINGTON

PUBLIC WORKS DIRECTOR — APPROVED

DATE

TYPICAL STREET SECTION

REVISIONS	DATE	DRAWN	DESIGNED

T-38

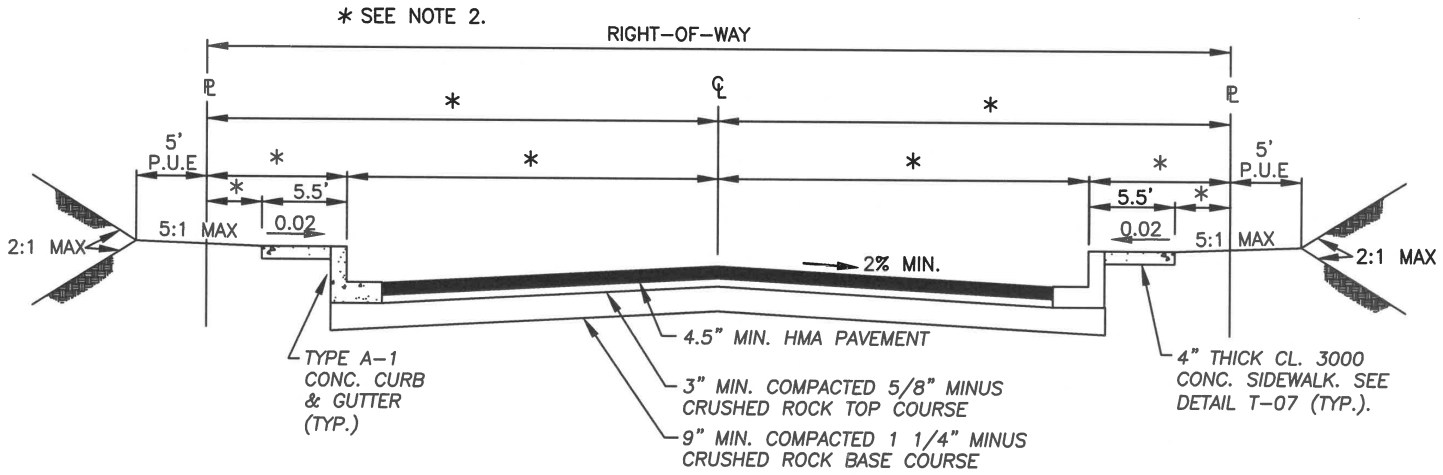
December 2023

E-30

TYPICAL STREET SECTION DETAIL

(CROWN)

N.T.S.



NOTES:

1. ALL STREET SECTION DIMENSIONS TO BE CALCULATED BASED ON THE SITE SOIL CONDITIONS BY A LICENSED STATE OF WASHINGTON ENGINEER. MINIMUM PAVEMENT SECTION SHOWN IS FOR A RESIDENTIAL LOCAL ACCESS ROAD CLASSIFICATION.
2. STREET & RIGHT-OF-WAY DIMENSIONS SHALL BE IN ACCORDANCE WITH WOODLAND ENGINEERING STANDARDS & AS DETERMINED BY THE PUBLIC WORKS DIRECTOR.
3. DETACHED SIDEWALKS ARE ALLOWED IN ACCORDANCE WITH THE ENGINEERING STANDARDS.

Appendix F

Survey Results

ADA Public Out Reach Survey 2023
Submission Details

Serial	Submitted Time	1. Have you reviewed the presentation to City Council on 6-19-2023 that discusses the need for an ADA transition plan?	2. Which of the following best describes your relationship with the City of Woodland?	3. How often do you utilize public facilities (sidewalks, curb ramps, parks, city hall ect.)?	4. How do you travel within the City of Woodland?	Other:
1	6/13/2023 16:45	No	I work in Woodland	Daily	Drive and park	
2	6/14/2023 10:09	Yes	I work in Woodland	Daily	Drive and park	
3	6/15/2023 8:51	Yes	I live in Woodland	Daily	Drive and park	
4	6/19/2023 11:14	Yes	I live in Woodland	Once or more a week	Drive and park	
5	6/19/2023 13:29	Yes	I live in Woodland	Once or more a week	Drive and park	
6	6/19/2023 13:40	No	I live in Woodland	Daily	Drive and park	
7	6/20/2023 6:41	No	I live in Woodland	Daily	Walk	
8	6/20/2023 10:08	Yes	I live in Woodland	Once or more a week	Drive and park	
9	6/21/2023 10:47	Yes	I live in Woodland	Daily	Walk	also drive.
10	6/21/2023 10:48	Yes	I work in Woodland	Daily	Drive and park	Push button door openers are needed for City Hall.
11	6/23/2023 11:34	Yes	I live in Woodland	Daily	Drive and park	
12	6/26/2023 9:26	Yes	I work in Woodland	Daily	Drive and park	
13	6/26/2023 11:31	No	I work in Woodland	Daily	Drive and park	
14	6/26/2023 13:50	Yes	I work in Woodland	Daily	Drive and park	
15	7/3/2023 16:03	No	I live in Woodland	Once or more a week	Drive and park	

Serial	5. Please tell us about yourself (select all that apply)				6. If you have a disabliity or support someone with a disability, please check all that apply.										
	I have no disability	I have disabilities that impact how I travel (if comfortable, please describe more on the next question)	I support a person with disabilities (if comfortable, please describe more on the next question)	I prefer not to say	I do not have a disability	I'd prefer not to say	Use a wheelchair	Blindness or serious difficulty seeing when wearing glasses	Conditions that limit physical activities such as walking, climbing, stairs, etc.	Use hearing aids or hearing assistive devices	Deafness or hearing difficulties	Use a service animal	Use mobility devices	Other (please specify below)	Other
1	X				X										
2	X				X										
3	X				X										
4	X				X										
5	X								X						
6		X							X				X		
7	X				X										
8	X				X										
9	X				X										
10	X					X									
11	X				X										
12	X				X										
13				X		X									
14	X				X										
15		X							X						Disabled Placard

Serial	7. Have you experienced any barriers when using the City of Woodland's sidewalks?	If you answered Yes to the questions above, please share the location and specific nature of the concern.	8. What Sidewalk/ramp locations are the most important for making improvements in accessibility? Please describe below.	9.Have you experienced any barriers when using the City of Woodland's parks and public buildings?	If so, please share the location and specific nature of the concern.	10. What park/building locations are the most important for making improvements in accessibility? Please describe below:	11. Are there any concerns with the City of Woodland's accessibility that was not asked about in this survey that you would like to have considered in the ADA transition plan?
1	No			Yes	City Hall Door needs a handicap button.	City Hall Door needs a handicap button.	
2	No			No			
3	Yes	Vehicles parked on sidewalks and trash cans on sidewalk rather in the road.	state route 503 sidewalks, sidewalks completed down old pac highway, and sidewalks completed along Atlantic.	No		Splash pad for small children and better restrooms with family room.	
4	Yes	Pushing a stroller you sometimes feel like you are off roading in certain spots	The sidewalk on Davidson by the Action Center is like an uneven roller coaster so it's hard to push a grocery cart	No		Horseshoe	
5	No			No		none	no
6	Yes	All of the sidewalks built have been changed to having the ramp for people walking or using wheelchairs or using strollers to exit out into the middle of the road instead of to the next sidewalk leading to dangerous situations as it puts pedestrians into the roadway in the middle of the intersection instead of on either side As well the majority of Woodland does not have sidewalks at all		Yes	Difficult to enter and get to the city of Woodland because of parking limitations		Most of the parks or not accessible for any ADA
7	Yes	Lack of sidewalks or large cracks in sidewalks around downtown, especially on side streets. The height of some sidewalks is significantly higher than other areas around, ei. Loves Street. Lack of crosswalks, or faded crosswalks.	Davidson Goerig downtown and especially around schools, the crosswalks need to be repainted and/or added.	No			
8	No		LRR on the east side of town.	No		Unsure. Perhaps that associated with the splash pad venue	No
9	Yes	Tripping hazards.	The city hall building needs a handicapped	No	city hall	city hall	
10	No			No		Push button door openers are needed for City Hall.	
11	No			Yes	city hall building	Woodland City Hall building should have an ADA door button.	
12	No			Yes	City Hall - No handicap ADA button. Not ADA compliant.	All of them.	
13	Yes	City Hall can benefit from handicapped access, as in a button or touchless button.		No			
14	No			No			Access to the water at Horseshoe Lake.
15	Yes	Bicycles on sidewalk's especasilly on Davidson.		No			