

Hyattsville Accessibility Transition Plan

Centennial Memorial Park

Intersection of Alternate
Route 1 and Baltimore
Avenue

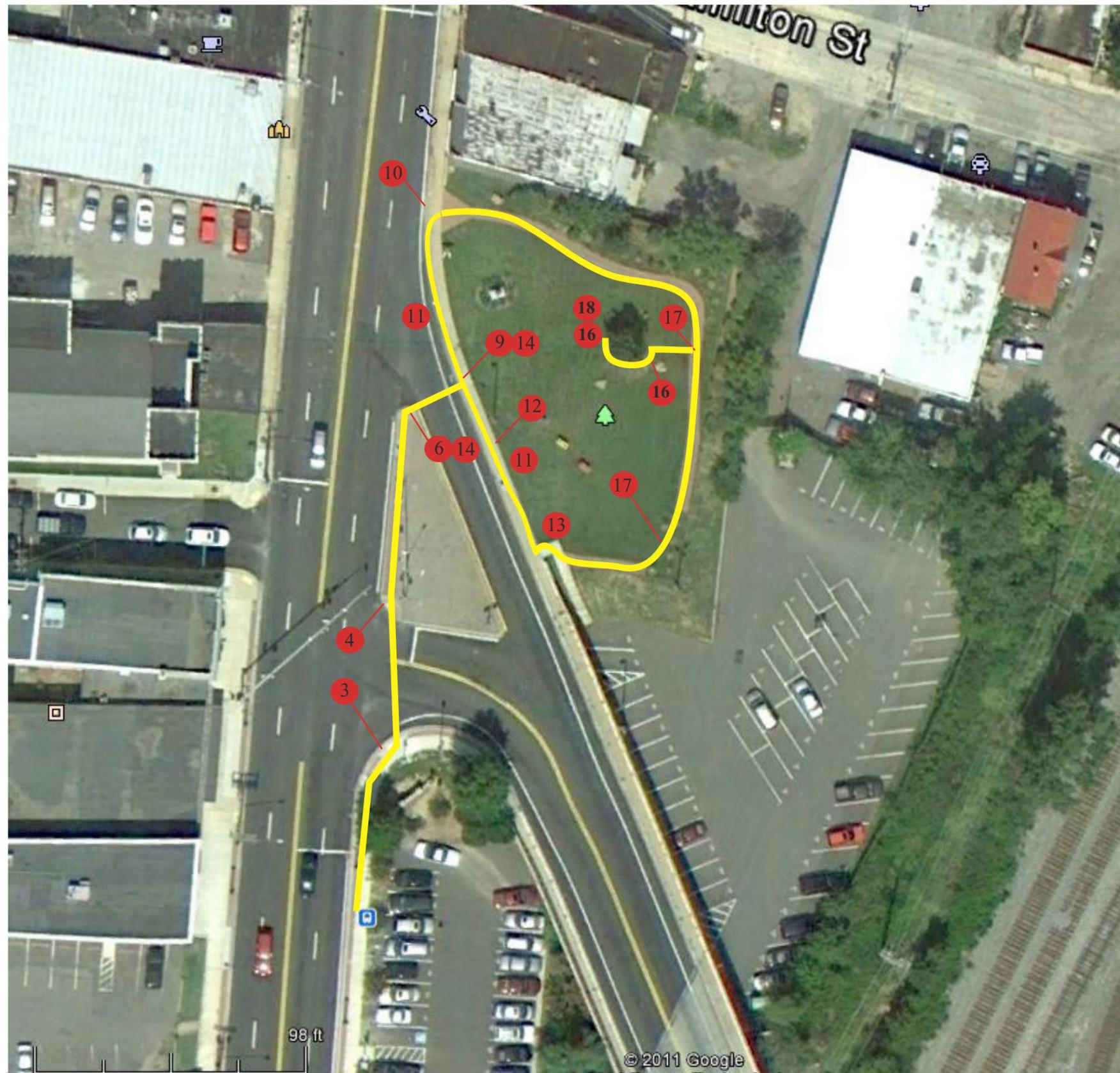


KEY

Proposed solutions
- see red item numbers
on the Transition Plan
spread sheets that
follow this page

Accessible route

Accessible surface at
play equipment
(approximate area)



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	2010 Standards Citation	Description/Issue/Requirement	Non-Complying Item	Photos	Proposed Solution	Suggested Priority	Projected Cost MSHA	Projected Cost Hyattsville	Projected Cost Total	Projected Date	Action and Date
1											
2		Exterior Accessible Route from Bus Stop and Sidewalks to Park Entrance and Exit									
3	206.1, 406.2	Curb ramp is not a parallel type. Therefore, the gutter cannot counter slope more than 5%.	The gutter to the curb ramp at the corner of Baltimore Avenue and Alternate Rt. 1, has a counter slope of 7.7%.	2416, 2417	Corrections are the responsibility of Maryland State Highway Administration (MSHA). Rebuild portion of the gutter.	1	\$ 750		\$750		
4	206.1, 406.1	Slope of curb ramp cannot exceed 8.33%.	At the curb ramp on the south side of the traffic island, opposite the corner of Baltimore Avenue and Alternate Rt. 1, the slope on the curb ramp is 14.6%.	2418, 2419	Corrections are the responsibility of Maryland State Highway Administration (MSHA). Rebuild as a Type D ramp with a slope no more than 8.33% and flared sides no more than 10%.	1	\$ 4,150		\$4,150		
5	206.1, 406.3	The built-up curb ramp as a flared side. It cannot slope more than 10%.	The flared side at the curb ramp on the south side of the traffic island, opposite the corner of Baltimore Avenue and Alternate Rt. 1, has a slope of 12.7%.	2424, 2425	Corrected with solution for item 4	1	See item 4		\$0		
6	206.1, 403.5	Curb ramp must be at least 36" wide.	The curb ramp on the north tip of the traffic island, opposite the corner of Baltimore Avenue and Alternate Rt. 1, is only 33" wide.	2432	Corrections are the responsibility of Maryland State Highway Administration (MSHA). Rebuild as a Type B ramp to be 36" wide minimum, with a slope no more than 8.33% and a gutter counter slope of no more than 5%.	1			\$0		
7	206.1, 406.1	Slope of curb ramp cannot exceed 8.33%.	At the curb ramp on the traffic island opposite the park entrance, the slope on the curb ramp is 12.8%.	2433, 2434	Corrected with solution for item 6	1	See item 6		\$0		
8	206.1, 406.2	The transition between the curb ramp and the gutter cannot be abrupt.	At the curb ramp on the traffic island opposite the park entrance, the transition to the asphalt vehicular surface from the concrete gutter is taller than 1/2".	2431, 2432	Corrected with solution for item 6	1	See item 6		\$0		
9	206.1, 406.1	Slope of curb ramp cannot exceed 8.33%.	At the curb ramp on Baltimore Avenue, opposite the north tip of the traffic island, the slope on the curb ramp is 16.7%.	2440, 2441	Corrections are the responsibility of Maryland State Highway Administration (MSHA). Rebuild as a Type A ramp with a slope no more than 8.33%.	1	\$ 4,150		\$4,150		

Note: Item numbers indicated in red, are keyed to the aerial site map for the facility. The aerial site map is on the first page of each facility section.

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10	206.1, 403.3	Accessible route cannot have a cross slope that is more than 2%. Where the accessible route turns the cross slope is measured in two directions.	The curb ramp directly at the entrance path to the park has a cross slope where one turns to enter the park of and has a slope of 10.2%.	6962, 6963	Corrections are the responsibility of Maryland State Highway Administration (MSHA). Since this ramp is not required by the accessible route (there is no crosswalk at this location) it's recommended to demolish the ramp and provide a new sidewalk in this location.	15	\$ 2,000		\$2,000		
11	206.1, 303.4	Changes in level that are more than 1/2" require a ramp, platform lift, or elevator.	In the sidewalk, along the accessible route between the curb ramp opposite the north tip of the traffic island, and the park entrance, there are changes in level at the concrete joints of more than 1/2" that are not ramped.	2450, 2451	Corrections are the responsibility of Maryland State Highway Administration (MSHA). Repair portions of the sidewalk to be level along accessible route.	10	\$ 4,950		\$4,950		
12	206.1, 403.3	Accessible route cannot have a cross slope that is more than 2%.	Along the sidewalk along the accessible route between the park exit (next to staircase) and the curb ramp on Baltimore Avenue, opposite the north tip of the traffic island,, the walkway has a cross slope that is 3.2%.	6956, 6957	Corrections are the responsibility of Maryland State Highway Administration (MSHA). Repair portions of the sidewalk to have a cross slope no greater than 2.0% along accessible route.	10	\$ 1,320		\$1,320		
13	206.1, 303.4	Changes in level that are more than 1/2" require a ramp, platform lift, or elevator.	In the sidewalk, along the accessible route between the park exit (next to staircase) and the curb ramp on Baltimore Avenue, opposite the north tip of the traffic island, there are changes in level at the brick and concrete joints, of more than 1/2" that are not ramped.	6945, 6958, 6959	Corrections are the responsibility of Maryland State Highway Administration (MSHA). Repair portions of the sidewalk to be level along accessible route. Sidewalk will need to be leveled with respect to the storm water structure in the sidewalk.	10	\$ 1,000		\$1,000		
14		While not a requirement of the DOJ 2010 ADA Standards, detectable warnings are required by MDOT on new construction for curb ramps in the public right of way.	The curb ramps in the right of way do not have detectable warnings at the pair of ramps at the north tip of the traffic island and opposite.	2433, 2447, 2450	Corrections are the responsibility of Maryland State Highway Administration (MSHA). Provide a detectable warning at the two curb ramps at the north tip of the traffic island and opposite.	20	\$ 500		\$500		

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15		Exterior Accessible Route from Park Entrance to Park Features:							\$0		
16	206.1, 302.1	Accessible route must be firm, stable, and slip resistant.	The route from the park walkway to the Memorial Tree and Natural Rock Seating is not paved and therefore not accessible.	2456	Provide an accessible route to the Memorial Tree Signage and to the seating areas by constructing an accessible sidewalk. Provide a wheelchair accessible seating space at the seating area. Included are costs to provide a brick sidewalk over concrete base, to match the existing sidewalk.	25		\$6,000	\$6,000		
17	206.1, 403.5.3	An accessible route with a clear width less than 60 inches shall provide passing spaces at intervals of 200 feet maximum.	The brick pathway is 48" wide and longer than 200', and does not have any areas 60" wide for passing or turning around.	2453, 2454, 2455	Provide turn around areas every 200 lf, which can be accomplished by providing a minimum 5'x 5' area at the junction of the new sidewalk in item 15. Complete existing walkway to connect to public sidewalk (missing a piece).	25		\$2,900	\$2,900		
18	216.3, 703.5.1	The characters on signs that provide direction to or information about functional spaces must be a non-glare finish and contrast with the background, either light on dark or dark on light.	The directional signage at the memorial tree has shiny bronze characters.	2457, 2458	Provide additional new signage at Memorial Tree.	25		\$400	\$400		
19					Total				\$28,120		
20					Total MSHA		\$ 18,820				
21					Total Hyattsville			\$9,300			
22											
23					Priority 1 - 4:		\$9,050	\$0	\$9,050		
24					Priority 5 - 9:		\$0	\$0	\$0		
25					Priority 10 - 14:		\$7,270	\$0	\$7,270		
26					Priority 15 - 19:		\$2,000	\$0	\$2,000		
27					Priority 20 - 25:		\$500	\$9,300	\$9,800		
28					Total		\$18,820	\$9,300	\$28,120		

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