



# Transition Plan Final Draft

## Public Right-of-Way

City of Glencoe, Minnesota

GLENC 151269 | March 17, 2020



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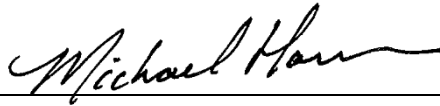
# Transition Plan

Public Right-of-Way  
City of Glencoe, Minnesota

SEH No. GLENC 151269

March 17, 2020

I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Landscape Architect under the laws of the State of Minnesota.



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Date: March 17, 2020

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Reviewed By: John Rodeberg, PE

Date: March 17, 2020

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# Executive Summary

## Executive Summary

As a requirement of the American with Disabilities Act, the City of Glencoe has completed a Final Draft Transition Plan for review. In addition to identifying applicable federal requirements, a Self-Evaluation is the primary focus of any transition plan. Knowing what facilities create barriers for safe pedestrian movement will allow the City of Glencoe to constructively prioritize and plan for barrier removal projects by using established MnDOT thresholds of:

- New Construction – meeting all current design and ADA standards.
- Reconstruction – correcting all non-compliant curb ramp, sidewalks and driveways, improvement to address sidewalk gaps within the existing network and provide APS and APS readiness where needed.
- Alteration Projects – projects that meet the alteration threshold set by the DOJ/FHWA Technical Assistance document TM 18-04-OP-01. See Appendix F for the complete document.

Overall, the City of Glencoe has been proactive in making Pedestrian Access Routes (PAR) accessible as projects are planned and constructed. The following is a brief synopsis of the self-evaluation of the facilities in the public right-of-way (ROW).

## Pedestrian Ramps

Pedestrian Ramps provide a transition between the street and the PAR. There are a total of 557 pedestrian/roadway intersections. A breakdown of the rating are;

- Compliant – 101 (18%) meet current accessibility standards.
- Minor Barrier – 54 (10%) exceed slope standards by a minimal ½%.
- Major Barrier – 264 (48%) exceed slope standards beyond ½%, and have poor condition ratings.
- Non-Present Ramp – 138 (25%) of sidewalk facilities do not have any ramp present.

## Pedestrian Crossings

Pedestrian Crossings are considered part of the PAR and shall meet the requirements for width, running slope, and cross slope. Of the total 245 crossing;

- 115 (47%) are compliant
- 130 (53%) are non-compliant. Of the non-compliant crossings,
  - 41 (17%) have a running slope above 5% up to 6.5% and cross slope above 2% up to 2.5%.
  - 89 (36%) create a major barrier and should be included during a reconstruction project or a project that meet the threshold for alterations, or alternant crossings identified if roadway slope is excessive.

# Executive Summary (continued)

## Sidewalks and Trails

Sidewalks are the longitudinal elements of the PAR. All sidewalks in the city right-of-way were evaluated, of the total, 25,676 linear feet (LF) of sidewalks were identified as having a barrier.

- 9,924 LF (39%) were identified as having a minor barrier
- 3,752 LF (15%) were also identified as having a minor barrier based on a cross slope above 2%, but less than 3% (see appendix F)
- 12,000 LF (47%) of sidewalks were identified as major barriers, cross slope or missing segments.

## City Parking Lots

18 ADA city owned parking stalls were identified and evaluated.

- 7 spaces (39%) were identified as compliant
- 2 spaces (11%) were identified as having a minor cross slope barrier
- 9 spaces (50%) were identified as non-compliant with excessive cross slope or no access aisles.

## Next Steps

The next step will be to make long range plans to remove barriers in priority areas, and as state and local roadway improvements are planned and constructed. Routine updating of the provided GIS data will keep this transition plan current and relevant in addition to providing the public the assurance that the City of Glencoe continues to value its pedestrian network in the Public Right of Way.

Maps are provided in the report that show level of compliance and a synopsis of the data is included in Appendix A. The raw GIS data that was collected will be transmitted to the City of Glencoe.

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GIS Electronic Files - CD

# Transition Plan

## Public Right-of-Way

Prepared for the Glencoe, Minnesota

### Introduction

#### Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of Glencoe must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), Glencoe has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

#### ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or

agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

## Agency Requirements

Under Title II, the City of Glencoe must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 C.F.R. Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability ([28 C.F.R. Sec. 35.130 \(a\)](#)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result ([28 C.F.R. Sec. 35.130\(b\) \(7\)](#)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective ([28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others ([29 C.F.R. Sec. 35.160\(a\)](#)).
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [[28 CFR Sec. 104.8\(a\)](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.
- This document has been created to specifically cover accessibility within the public rights of way and does not include information on Glencoe's programs, practices, or building facilities not related to public rights of way.

## Self-Evaluation

### Overview

The City of Glencoe is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City of Glencoe implements these policies. The goal of the self-evaluation is to verify that, in implementing the City of Glencoe's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City of Glencoe's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps and crossings and ADA parking stalls that are located within the City of Glencoe's public rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

## Summary

In June, July and August of 2019, SEH conducted an inventory of pedestrian facilities within the public right of way. MnDOT design guidelines for accessible ROW facilities were used as the benchmark for all measurements. Non-compliant facilities are divided into two categories, major barriers and minor barriers. Facilities labeled as a major barriers represent an unpassable obstacle for many pedestrians with disabilities, while facilities labeled as a minor barrier may still be negotiated by pedestrians with disabilities. It may be one measurable aspect of the facility that is out of compliance with the current standards.

Maps and associated data point locations in Appendix A include:

Map 1 – Pedestrian Ramps: All existing were measured and evaluated based on the curb cut width, gutter slope, presence of truncated domes, ramp slope, and presence of a landing.

Map 2 – Pedestrian Crossings: Marked crossing were measured and evaluated based on alignment of crossing, width, and cross slope and running slope.

Map 3 – Sidewalk Barriers: All existing sidewalks were evaluated and measured based on cross slope, and driveway and alley cross slopes, and vertical discontinuances; usually due to frost heaving, tree roots, and obstacles like utility poles, hydrants or street signs.

Map 4 – Public Parking Facilities: Marked accessible spaces were measured for cross slope, running slope and condition. (The accessible route from the parking spaces was not included in this evaluation as it would be typically included in the assessment of the adjacent facility or public building).

Electronic versions of this report will include large format PDF maps in Appendix F that can accessed to review data point ID numbers, or be printed at 36 inches by 48 inches.

## Policies and Practices

### ADA Coordinator

Requests for accessibility improvements can be submitted to the City Administrator, located at 1107 11<sup>th</sup> Street East, Glencoe, MN 55336 or by phone at 320.864.5586.

### Public Outreach

The City of Glencoe recognizes that public participation is an important component in the development of this document. Input from the community will be solicited during an advertised Public Hearing at a scheduled Council Meeting. Public input will be used to help define priority areas for improvements within its jurisdiction during future City Council Public Meetings, Hearings and Presentations. Public Comments will be copied and compiled in Appendix C.



## Previous Practices

Since the adoption of the ADA, the City of Glencoe has endeavored to provide accessible pedestrian features as part of its capital improvement projects. Much of the City's streets and sidewalk systems in the older core of the community have been reconstructed during a period from 2014 to 2019. As additional information was made available as to the methods and standards for providing accessible pedestrian features, the City of Glencoe updated the City's procedures to accommodate these methods.

## Practices

The City of Glencoe's goal is to continue to provide accessible pedestrian design features as part of the city's Capital Improvement Program. The City of Glencoe utilizes current MnDOT standards for design and construction of the local pedestrian facilities. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City of Glencoe will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed appropriate and reasonable will be scheduled consistent with transportation priorities. The City of Glencoe will coordinate with external agencies to ensure that all new or altered pedestrian facilities within its jurisdiction are ADA compliant to the maximum extent feasible.

## External Agency Coordination

The Minnesota Department of Transportation (MnDOT), and the McLeod County Highway Departments is responsible for pedestrian facilities under their respective jurisdictions, however the City of Glencoe will continue to work with each jurisdiction to coordinate ADA improvements. Pedestrian facilities along Trunk Highways 22 and 212 are included in MnDOT's transition plan and therefore have not been included in the City's self-evaluation nor are they included in the City of Glencoe's transition plan.

Pedestrian facilities along McLeod County routes have been included in the City's self-evaluation and transition plan as the County does not maintain or repair pedestrian facilities. The City of Glencoe will coordinate with McLeod County to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

## Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix D. If users within the Right of Way and related services believe the City of Glencoe has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), The City of Glencoe has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix D.

# Implementation Schedule

## Methodology

The City of Glencoe will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street reconstruction projects or alteration projects in the city's CIP that meet the MN DOT threshold. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand alone sidewalk and ADA accessibility improvement project. These projects will be incorporated into the future CIP updates on a case by case basis as determined by city staff.

## Schedule

Pedestrian Ramps that are identified as a major barrier or that are in a high pedestrian area will be scheduled as funds allow. Priority selection of major barrier corrections will be reviewed and considered by the City Administrator, City Engineer and Director of Public Works based on funding, geography and consideration of likely future roadway improvements.

All major and minor barriers will be reviewed on a case by case basis when adjacent roadway improvements are scheduled. Appropriateness of ADA improvements based on the proposed roadway improvement will be reviewed and considered at the discretion of the City Administrator, City Engineer and Director of Public Works. For example: It may be determined that correcting a minor barrier during a basic roadway maintenance project (i.e., overlay project) is too invasive and cost prohibitive for only a minor variable correction and that it would be more appropriate to make such a correction during a future roadway reconstruction improvement.

## Budget

To quantify the magnitude of cost for improvements, the costs illustrated below are based on stand-alone project cost. It is more likely that these barrier removal projects would be done in conjunction with other street projects or lumped together resulting in better pricing through economy of scale. See Appendix E for unit cost breakdown.

Pedestrian Ramps with a Major Barrier (Based on 2020 Dollars)

$402 \times \$3,000 = \$1,206,000$  over 30 years, would equate to \$40,200/Year.

Pedestrian Crossing should be corrected at the time of the next scheduled roadway improvement project.

Sidewalks Barrier removal cost vary depending on the type of barrier. Total sidewalk barrier removal cost is estimated at \$1,501,600. Over 30 years this is \$50,053 per year.

Parking Facility Barrier Removal, like the Pedestrian Crossings, should be corrected at the next scheduled pavement management activity. However if correction is warranted prior to a pavement management activity, the estimated cost per parking space and access aisle to be \$3,100, or \$34,100 for all 11 non-compliant spaces.

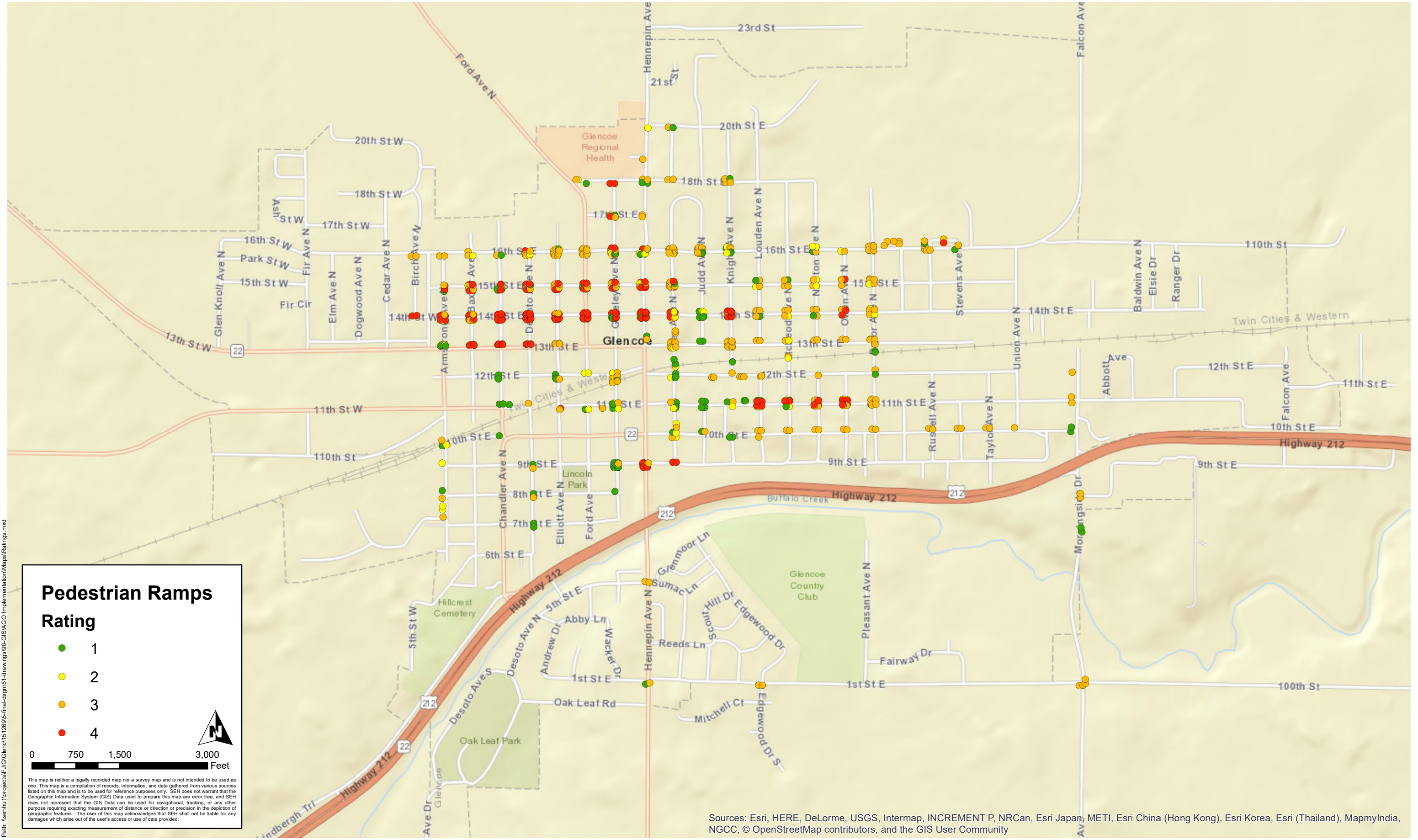
## Monitor the Progress

This document will continue to be updated as conditions evolve. The appendices in this document will be updated periodically, while the main body of the document will be updated as needed with a future update schedule to be developed at that time. With each main body update, a public comment period will be established to continue the public outreach.

# Appendix A

Map Data

Pedestrian Ramps  
Pedestrian Crossings  
Sidewalk Barriers  
Public Parking Facilities



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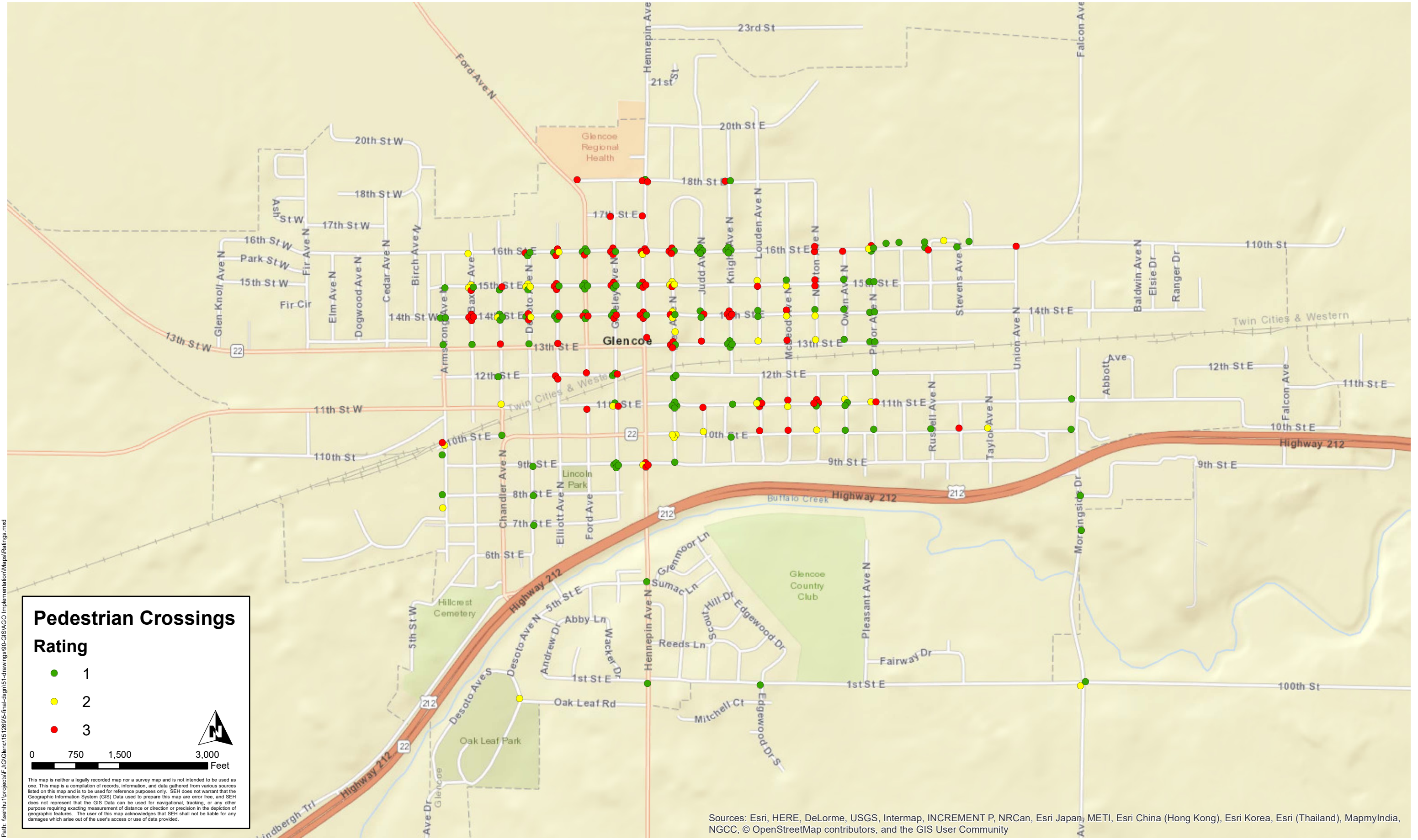


Project Number: GLENC 151269  
Print Date: Print Date: 1/21/2020

## PEDESTRIAN RAMPS ADA ASSESSMENT Glencoe, Minnesota

**FIGURE 1**  
Pedestrian Ramps





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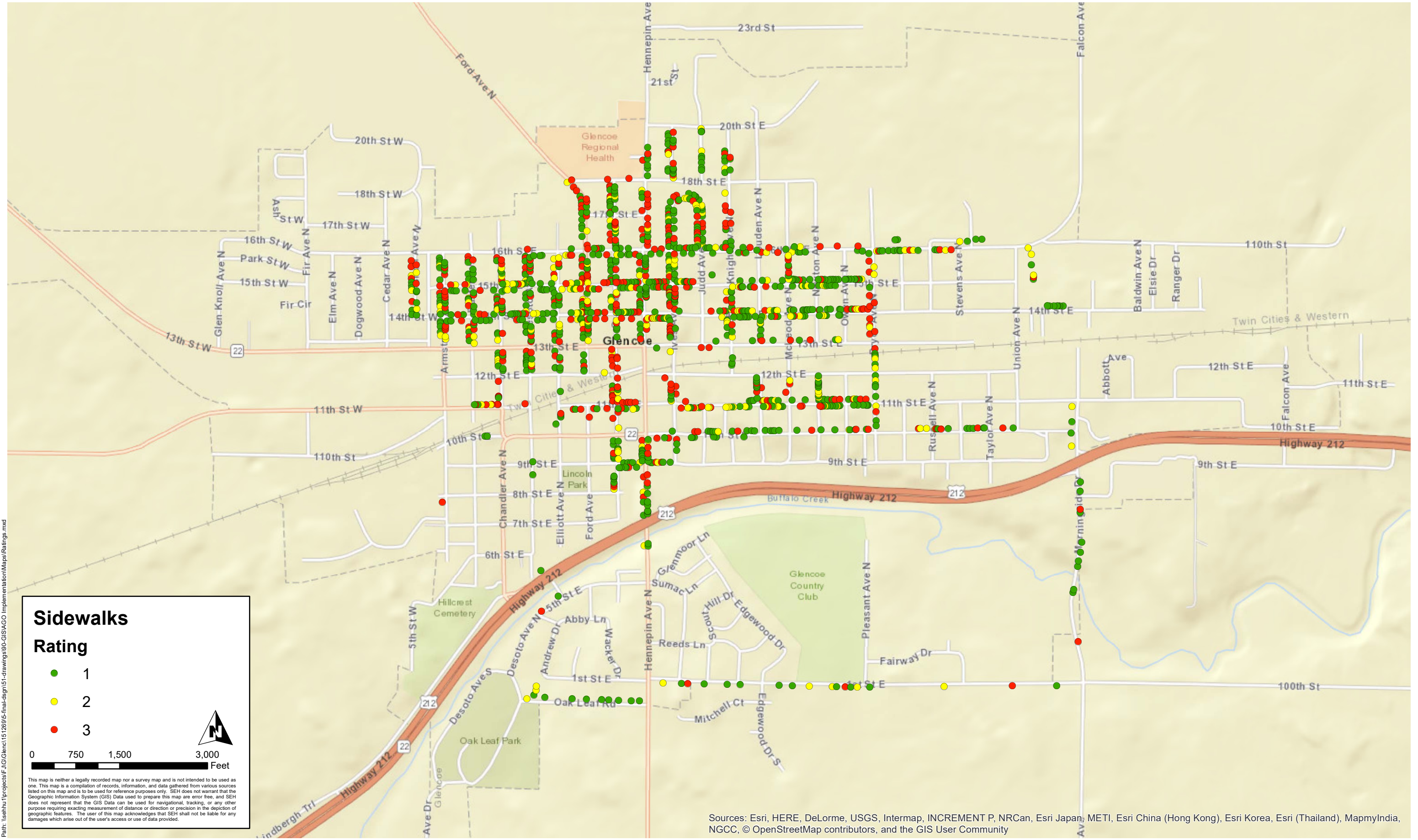


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# PEDESTRIAN CROSSINGS ADA ASSESSMENT Glencoe, Minnesota

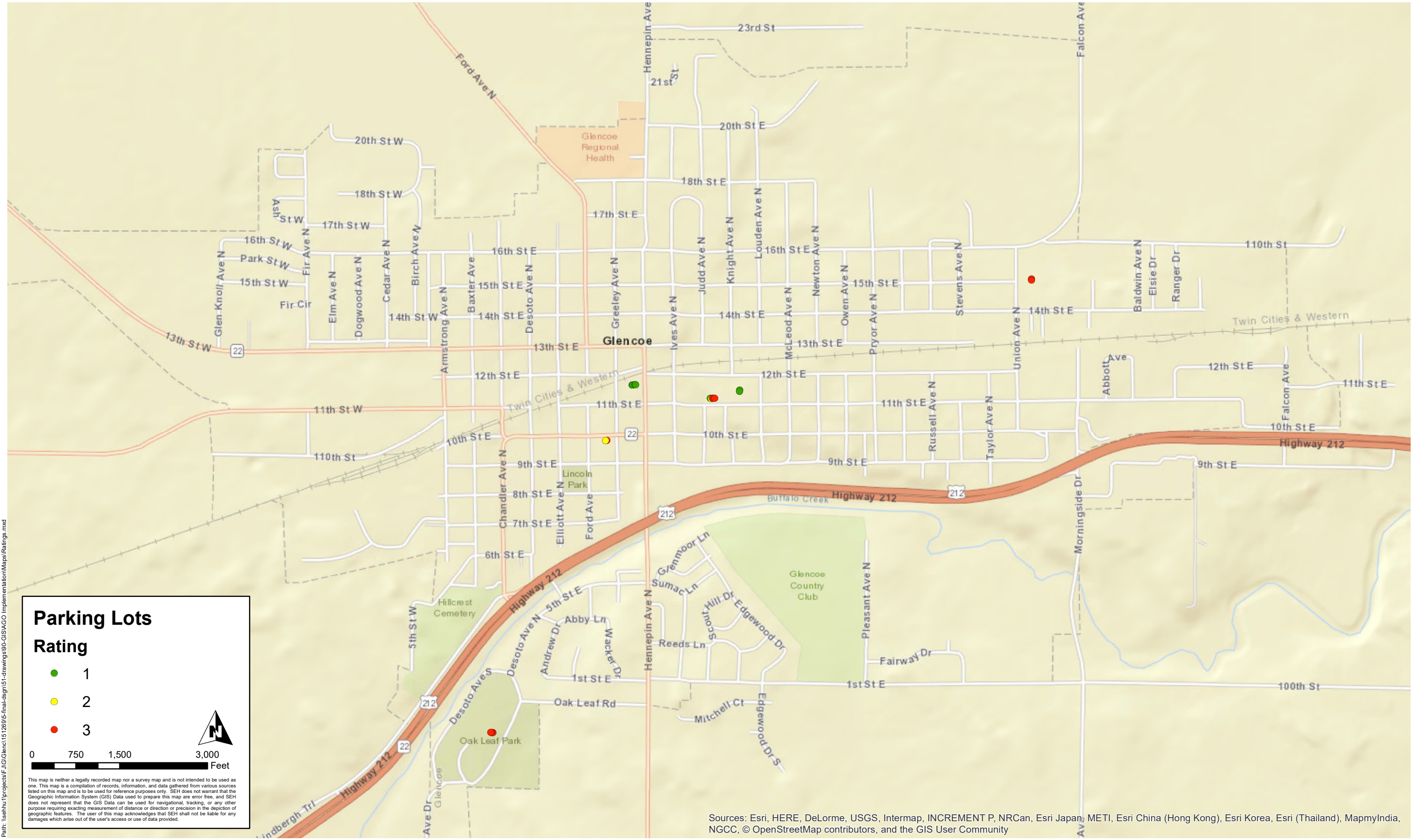
**FIGURE 2**  
Pedestrian Crossings





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Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community



# Appendix B

Data Summary

## Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
2	perpendicular	Compliant	1.5	7.6	1.3	no	4	yes	no	1 – Excellent	1 – Excellent	yes	Exp agg dome area	1
6	perpendicular	Compliant	0.2	8	0.6	no	4.5	yes	yes	1 – Excellent	1 – Excellent	yes		1
15	perpendicular	Compliant	1.1	5.5	1.3	no	4	yes	yes	2 – Good	3 – Fair	yes		1
16	perpendicular	Compliant	1.1	7.8	0.4	yes	4	yes	yes	2 – Good	3 – Fair	no		1
18	perpendicular	Compliant	1.7	5.2	1.5	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
23	perpendicular	Compliant	1.8	0.7	0.9	no	4	yes		2 – Good	1 – Excellent	yes	Exp agg dome	1
56	perpendicular	Compliant	0.7	6	1	yes	4	yes		3 – Fair	2 – Good	no	Exp agg dome	1
65	perpendicular	Compliant	1.1	7.7	0.4	no	4	yes		2 – Good	1 – Excellent	yes	Exp agg dome	1
67	perpendicular	Compliant	1.3	6.5	0.1	no	4	yes	yes	2 – Good	2 – Good	yes	Badly cracked	1
76	perpendicular	Compliant	1.6	6.3	1.3	no	4	yes		3 – Fair	3 – Fair	yes	Exp agg dome, debris	1
98	perpendicular	Compliant	1.8	6.6	2	no	4	yes		2 – Good	2 – Good	yes	Exp agg dome	1
127	perpendicular	Compliant	1.5	5.7	1.3	no	4	yes		3 – Fair	3 – Fair	yes	Exp agg dome	1
134	none											no		1
137	perpendicular	Compliant	0.3	7.4	0.9	yes	4	no		3 – Fair	3 – Fair	no		1
155	perpendicular	Compliant	0.4	4	2	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
168	perpendicular	Compliant	0.9	1.7	1.1	no	4	yes		2 – Good	3 – Fair	yes	Exp agg dome	1
169	perpendicular	Compliant	0.9	6.4	1.7	no	4	yes		3 – Fair	3 – Fair	yes	Exp agg dome	1
179	perpendicular	Compliant	1.3	3.1	1.6	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
185	perpendicular	Compliant	1.2	4.7	1.4	no	4	no		2 – Good	2 – Good	yes		1
191	perpendicular	Compliant	1	5.1	0.3	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
198	perpendicular	Compliant	1.4	4.8	1.3	yes	4	no		2 – Good	2 – Good	no		1
200	perpendicular	Compliant	2	2.3	0.9	no	4	no		2 – Good	3 – Fair	yes		1
215	perpendicular	Compliant	1.5	7	1	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
220	perpendicular	Compliant	1.3	6.5	1.8	no	4	no		3 – Fair	3 – Fair	yes		1
232	perpendicular	Compliant	0.7	4	0.8	no	4	yes		2 – Good	3 – Fair	yes	Exp agg dome	1
233	perpendicular	Compliant	0.7	5.5	0.1	no	4	no		2 – Good	3 – Fair	yes		1
235	perpendicular	Compliant	1.7	6.8	0.4	no	4	yes		3 – Fair	3 – Fair	yes	Exp agg dome	1
236	perpendicular	Compliant	1.7	4	2	no	4	no		2 – Good	3 – Fair	yes		1
263	perpendicular	Compliant	1.6	7.4	0.6	no	4	no		2 – Good	3 – Fair	yes		1
265	perpendicular	Compliant	0.5	2.2	0.5	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
266	perpendicular	Compliant	1.6	7.1	2	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
271	perpendicular	Compliant	1	5.8	2	no	5	yes	yes	1 – Excellent	2 – Good	yes		1
272	perpendicular	Compliant	1	8.3	1.5	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
277	perpendicular	Compliant	0.8	6	1.4	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
278	perpendicular	Compliant	0.7	6.2	1.7	no	5	yes	yes	1 – Excellent	3 – Fair	yes		1
283	perpendicular	Compliant	2	6.5	1.9	no	5	yes	yes	1 – Excellent	2 – Good	yes		1
285	perpendicular	Compliant		6.8	0.6	no	5	yes	yes	1 – Excellent		yes		1
286	parallel	Compliant	1.3	2.1	0.2	no	5	yes	yes	1 – Excellent	2 – Good	yes		1
291	perpendicular	Compliant		1.1	1.2	no	5	yes	yes	1 – Excellent		yes		1
312	perpendicular	Compliant	1.5	7.1	1.4	no	4	yes		2 – Good	2 – Good	yes	Exp agg dome	1
315	perpendicular	Compliant	1.3	7.6	0.3	yes	4	yes		2 – Good	3 – Fair	no	Exp agg dome	1
339	perpendicular	Compliant	0.8	6.9	2	no	4	yes		3 – Fair	2 – Good	yes	Exp agg dome	1
342	perpendicular	Compliant	0.9	6.7	1.2	no	4	yes		2 – Good	3 – Fair	yes	Exp agg dome	1
343	perpendicular	Compliant	1.3	5.8	0.1	yes	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	1
351	perpendicular	Compliant	1.3	8	2	no	4	yes	yes	1 – Excellent	2 – Good	yes		1

# Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
364	diagonal	Compliant	0.8	6.8	2	no	4	yes		2 – Good	3 – Fair	yes	Exp agg dome	1
386	perpendicular	Compliant	1.2	7.3	2	no	8	no		1 – Excellent	1 – Excellent	yes		1
389	perpendicular	Compliant	0.9	2.4	1.6	no	6	yes	yes	1 – Excellent	1 – Excellent	yes		1
391	diagonal	Compliant	1.9	1.2	1.8	no	6	yes	yes	1 – Excellent	1 – Excellent	yes		1
393	diagonal	Compliant	2.4	4.9	0.4	no	5	yes	yes	1 – Excellent	1 – Excellent	no		1
394	perpendicular	Compliant	0.5	3.5	0.8	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
395	perpendicular	Compliant	1.3	8	1.5	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
396	perpendicular	Compliant	1.2	7.5	0.1	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
397	perpendicular	Compliant	1.7	8	1.7	no	8	yes	yes	1 – Excellent	1 – Excellent	yes		1
399	perpendicular	Compliant	2	5	0.2	no	5	yes	yes	1 – Excellent	2 – Good	yes		1
400	perpendicular	Compliant	1.2	2.2	0.8	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
401	perpendicular	Compliant	1.7	4.8	0.2	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
405	perpendicular	Compliant	1.4	7.1	0.2	no	5	yes	yes	1 – Excellent	2 – Good	yes		1
408	diagonal	Compliant	2	2.8	0.1	yes	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	1
416	perpendicular	Compliant	1	4.6	1	no	6	yes	yes	1 – Excellent	3 – Fair	yes		1
421	perpendicular	Compliant	1.9	2.3	0.4	no	7	no		2 – Good		yes		1
423	perpendicular	Compliant	0.4	7.3	0.6	no	4	yes	yes	2 – Good	2 – Good	yes		1
424	perpendicular	Compliant	2	4.4	0.7	no	4	yes	yes	2 – Good	3 – Fair	yes		1
425	perpendicular	Compliant	2	1.5	0.5	no	4	yes	yes	2 – Good	3 – Fair	yes		1
426	perpendicular	Compliant	1	3.2	1	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
427	perpendicular	Compliant	1	2.7	0.8	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
428	perpendicular	Compliant	2	5.5	2	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
433	perpendicular	Compliant	0.8	4.8	1.3	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
434	perpendicular	Compliant	0.4	5.3	0.4	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
436	perpendicular	Compliant	1	4.9	0.2	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
438	perpendicular	Compliant	1.9	4.8	0.6	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
440	perpendicular	Compliant	1.8	8.1	0.1	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
441	perpendicular	Compliant	1.7	5.3	0.9	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		1
467	perpendicular	Compliant	2	5.1	0.2	no	4.5	yes	yes	1 – Excellent	1 – Excellent	yes		1
468	perpendicular	Compliant	1.8	4.9	0.5	no	4.5	yes	yes	1 – Excellent	1 – Excellent	yes		1
472	perpendicular	Compliant	2	7.2	1.4	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
474	perpendicular	Compliant	0.5	3.8	1.8	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
476	perpendicular	Compliant	2	4.2	1.9	no	6	yes	yes	1 – Excellent	1 – Excellent	yes		1
477	perpendicular	Compliant	1.6	6.9	1.6	no	4	yes	yes	2 – Good	1 – Excellent	yes		1
479	perpendicular	Compliant	1.8	5	1.9	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
480	perpendicular	Compliant	1.2	0.8	2	no	4	yes	yes	2 – Good	2 – Good	yes		1
481	perpendicular	Compliant	1.1	7.4	1.4	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	1
482	perpendicular	Compliant	1.4	5.5	1.4	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	1
484	perpendicular	Compliant	0.5	6.1	1	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	1
504	perpendicular	Compliant	1.3	5.4	0.6	no	4	no		2 – Good	3 – Fair	yes		1
508	perpendicular	Compliant	0.8	1.8	1.3	no	6	yes	yes	1 – Excellent	1 – Excellent	yes		1
510	perpendicular	Compliant	2	4.6	2	no	4	yes	yes	1 – Excellent	2 – Good	yes		1
512	perpendicular	Compliant	2	0.4	0.7	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
513	perpendicular	Compliant	0.2	0.9	0.3	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
514	perpendicular	Compliant	0.8	5.3	0.8	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1

## Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
515	perpendicular	Compliant	0.8	0.4	0.1	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
518	perpendicular	Compliant	0.5	5.6	0.9	no	4.5	yes	yes	1 – Excellent	1 – Excellent	yes		1
524	perpendicular	Compliant	0.4	3.7	0.6	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		1
538	perpendicular						4	no				no		1
539	perpendicular						4	no				no		1
541	perpendicular	Compliant	0.3	7.2	1.3	no	4	yes		2 – Good	2 – Good	yes	Exp agg dome	1
544	diagonal	Compliant	1.9	5.6	1.6	no	8	no		3 – Fair	3 – Fair	yes		1
552	perpendicular	Compliant	1	4.8	0.2	no	6	yes	yes	3 – Fair	3 – Fair	yes		1
553	perpendicular	Compliant	2	7.8	1.6	no	6	yes	yes	2 – Good	2 – Good	yes		1
556	perpendicular	Compliant	2	1.6	0.1	yes	6	yes	yes	2 – Good	2 – Good	no		1
557	perpendicular	Compliant	1.5	2.5	0.3	yes	6	yes	yes	2 – Good	2 – Good	no		1
3	perpendicular	Compliant	1.5	9	1.4	NA	4.4	yes	no	2 – Good	2 – Good	no	Exp agg dome	2
17	perpendicular	Compliant	1.7	8.9	0.8	no	4	yes	yes	2 – Good	3 – Fair	no		2
51	perpendicular	Compliant	2.4	8.5	0.3	no	4	yes	yes	2 – Good	1 – Excellent	no		2
73	perpendicular	Compliant	2.2	4.5	1.1	yes	4	yes	yes	3 – Fair	1 – Excellent	no		2
74	perpendicular	Compliant	2.2	9.2	0.2	no	4	no		3 – Fair	2 – Good	no		2
151	perpendicular	Compliant	1.7	7.1	2.4	no	4	yes	yes	1 – Excellent	2 – Good	no		2
160	perpendicular	Compliant	1.6	-0.4	2.1	no	4	no		3 – Fair	2 – Good	no		2
161	perpendicular	Compliant	1.6	4.9	2.2	no	4	no		2 – Good	3 – Fair	no		2
166	perpendicular	Compliant	1.3	8.4	0.3	yes	4	no		3 – Fair	3 – Fair	no		2
190	perpendicular	Compliant	1	2.1	2.3	yes	4	yes	yes	2 – Good	3 – Fair	no		2
193	perpendicular	Compliant	1.2	8.8	0.3	no	4	no		3 – Fair	1 – Excellent	no		2
202	perpendicular	Compliant	1	4.1	2.1	no	4	no		2 – Good	3 – Fair	no		2
211	perpendicular	Compliant	2.2	3.6	2.2	yes	4	no		2 – Good	2 – Good	no		2
212	perpendicular	Compliant	2.2	1	0.2	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	2
234	perpendicular	Compliant	2.3	9.3	2	no	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	2
241	perpendicular	Compliant	1.6	8.9	1.2	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	2
258	perpendicular	Compliant	1.4	8.4	0.8	yes	4	no		2 – Good	3 – Fair	no		2
260	perpendicular	Compliant	2.1	6	1.6	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	2
269	perpendicular	Compliant	2.1	8.2	0.6	no	5	yes	yes	1 – Excellent	1 – Excellent	no		2
270	perpendicular	Compliant	2.1	5.3	1.3	no	5	yes	yes	1 – Excellent	1 – Excellent	no		2
281	perpendicular	Compliant	0.5	5	2.1	no	5	yes	yes	1 – Excellent	3 – Fair	no		2
284	perpendicular			8.8	1	no	5	yes	yes	1 – Excellent		yes		2
299	perpendicular	Compliant	1.9	8.8	1.3	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	2
309	perpendicular	Compliant	2.1	1.7	0.5	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	2
313	perpendicular	Compliant	1.8	9.5	1.5	no	4	yes		2 – Good	2 – Good	no	Exp agg domes	2
320	perpendicular	Compliant	2.1	4	1.5	no	4	yes		2 – Good	1 – Excellent	no	Exp agg dome	2
322	perpendicular			2.6	0.3	yes		no		3 – Fair		no		2
332	perpendicular	Compliant	1.6	9.2	0.3	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	2
337	perpendicular	Compliant	0.7	8.8	1.2	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	2
345	perpendicular	Compliant	1.6	0.5	2.2	yes	4	no		3 – Fair	2 – Good	no		2
348	perpendicular	Compliant	2.1	5.7	2.1	no	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	2
360	perpendicular	Compliant	2.3	7.4	2.4	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	2
361	perpendicular	Compliant	2.3	6	1	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	2
371	perpendicular	Compliant	2.2	8.5	2.2	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	2

# Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
376	perpendicular	Compliant	1.6	9	1.6	yes	4	yes		2 – Good	3 – Fair	no	Exp agg dome	2
383	perpendicular	Compliant	0.3	8.4	1.9	no	8	no		2 – Good	2 – Good	no		2
384	perpendicular	Compliant	2.4	7.1	1.3	no	8	no		1 – Excellent	1 – Excellent	no		2
387	perpendicular	Compliant	2.2	0.1	1.9	no	8	no		1 – Excellent	1 – Excellent	no		2
390	perpendicular	Compliant	1.4	0.1	2.5	no	8	yes	yes	1 – Excellent	1 – Excellent	no		2
406	diagonal	Compliant	2.1	5	0.9	no	6	yes	yes	1 – Excellent	1 – Excellent	yes		2
409	parallel	Compliant	2.1	2.4	0.3	no	6	yes	yes	2 – Good	1 – Excellent	no		2
410	perpendicular	Compliant	0.7	9.2	0.6	no	6	yes	yes	1 – Excellent	1 – Excellent	no		2
411	diagonal	Compliant	2.3	8.6	0.2	no	6	no		2 – Good	3 – Fair	no		2
413	perpendicular			4.2	0.4	no	6	no		3 – Fair		no		2
415	perpendicular	Compliant	0.8	8.2	2.3	no	5	yes	yes	1 – Excellent	3 – Fair	no		2
417	diagonal	Compliant	1.3	8.7	2.2	no	4	no		3 – Fair	3 – Fair	no		2
469	diagonal	Compliant	2.3	4.9	0.6	no	4	no		3 – Fair	3 – Fair	no		2
473	perpendicular	Compliant	1.5	8.9	0.4	no	4	yes	yes	1 – Excellent	1 – Excellent	yes		2
488	perpendicular	Compliant	2.3	3.1	2.4	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	2
503	perpendicular	Compliant	0.9	8.5	0.4	yes	4	no		2 – Good	3 – Fair	no		2
507	perpendicular	Compliant	2.2	6.8	1.3	no	6	yes		3 – Fair	2 – Good	no	Exp agg dome	2
516	diagonal	Compliant	2.4	3.1	0.5	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	2
517	fan	Compliant	2.5	1.3	1.2	no	8	yes	yes	1 – Excellent	1 – Excellent	no		2
525	perpendicular	Compliant	1.2	4.8	2.4	yes	5	yes		2 – Good	3 – Fair	no	Exp agg dome	2
4	perpendicular	Compliant	4.3	9	4	yes	3	yes	no	3 – Fair	n	no	Exp agg dome	3
5	perpendicular	Compliant	4	12	4	no	3	yes	no	2 – Good	2 – Good	no	Exp agg dome	3
7	perpendicular	Compliant	4.4	10	0.8	yes	4	no	NA	4 – Poor	2 – Good	no		3
8	perpendicular	Compliant	11	7.6	0.4	yes	4	yes	yes	3 – Fair	2 – Good	no		3
11	perpendicular	less than 4ft x 4ft	2.3	4.6	3.8	no	4	yes	yes	3 – Fair	4 – Poor	no		3
12	perpendicular	Compliant	1.1	5.2	3	yes	5	yes	yes	3 – Fair	3 – Fair	no		3
19	perpendicular	less than 4ft x 4ft	2.7	4.6	0.5	no	4.5	yes		3 – Fair	1 – Excellent	no	Exp agg dome	3
22	perpendicular	less than 4ft x 4ft	2.5	14.4	3.8	no	4.5	yes		3 – Fair	1 – Excellent	no	Exp agg dome	3
26	perpendicular	Compliant	3.1	8.9	4	no	4	yes		3 – Fair		no	Exp agg dome	3
27	perpendicular	Compliant	4.3	6.7	1	yes	4	yes	yes	4 – Poor	2 – Good	no		3
28	perpendicular	Compliant	0.9	8.4	3.6	no	4	yes	yes	2 – Good	1 – Excellent	no		3
29	perpendicular	Compliant	3.7	7.1	1.5	yes	4	yes	yes	2 – Good	1 – Excellent	no		3
31	perpendicular	Compliant	1.6	12.4	1.3	no	4	yes		3 – Fair	1 – Excellent	no	Exp agg dome	3
32	perpendicular	Compliant	0.8	7.7	2.1	no	4	yes		4 – Poor	2 – Good	no	Exp agg dome	3
34	perpendicular	less than 4ft x 4ft	3	7.5	4.1	yes	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
37	perpendicular	less than 4ft x 4ft	3.1	0.3	0.6	yes	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
42	perpendicular	Compliant	4.2	14.3	0.8	yes	4	yes		4 – Poor	3 – Fair	no	Exp agg dome	3
45	perpendicular	Compliant	5.7	20.6	3.5	no	4	yes		4 – Poor	3 – Fair	no	Exp agg dome	3
47	perpendicular	Compliant	1.1	10.8	3.1	no	4	yes		2 – Good	1 – Excellent	no	Exp agg dome	3
48	perpendicular	Compliant	2.9	6.7	1.7	yes	4	yes		3 – Fair	4 – Poor	no	Exp agg dome	3
55	perpendicular	Compliant	7.1	4	1.8	no	4	yes	yes	2 – Good	2 – Good	no		3
66	perpendicular	Compliant	2.3	10.5	2.3	yes	4	yes		3 – Fair	1 – Excellent	no	Exp agg dome	3
68	perpendicular	Compliant	3.6	8	2.6	yes	5	yes	no	3 – Fair	2 – Good	no	Exp agg dome	3
69	perpendicular	Compliant	3.6	10	1.8	no	5	no	no	3 – Fair	4 – Poor	no		3
71	perpendicular	Compliant	2.2	8	0.4	no	4	yes	yes	2 – Good	4 – Poor	no	Debris	3

# Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
72	perpendicular	Compliant	2.2	11	0.2	no	4	yes	yes	2 – Good	2 – Good	no		3
75	perpendicular	Compliant	1.3	3.8	1.5	no	4	yes		4 – Poor	2 – Good	no	Exp agg dome	3
80	perpendicular	less than 4ft x 4ft	1.8	6	0.2	yes	4	yes		4 – Poor	4 – Poor	no	Exp agg dome	3
97	perpendicular	Compliant	1.8	4	0.6	yes	4	yes		4 – Poor	2 – Good	no	Exp agg dome	3
100	perpendicular	Compliant	3	8.8	2.8	yes	4	no		3 – Fair	2 – Good	no		3
101	perpendicular	Compliant	3	9.5	1.1	yes	4	no		4 – Poor	1 – Excellent	no		3
102	perpendicular	Compliant	1.3	11.3	1.4	no	4	no		3 – Fair	3 – Fair	no		3
103	perpendicular	Compliant	1.3	8	0.5	yes	4	no		3 – Fair	4 – Poor	no		3
104	perpendicular	Compliant	2.3	9.7	0.1	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
107	perpendicular	Compliant	3.5	10.4	1.2	no	4	no		3 – Fair	2 – Good	no		3
110	fan	Compliant	3.6	8.8	5.5	yes	4	no		3 – Fair	4 – Poor	no		3
111	fan	Compliant	3.5	10.3	8	yes	4	no		3 – Fair	4 – Poor	no		3
112	fan	Compliant	8.2	4.4	8.6	yes	4	no		3 – Fair	4 – Poor	no		3
113	fan	Compliant	8.2	4.7	8.8	yes	4	no		3 – Fair	4 – Poor	no		3
117	perpendicular	Compliant	2.6	8.1	1.3	no	4	no		2 – Good	2 – Good	no		3
119	perpendicular	Compliant	1.8	10.3	0.6	no	4	no		4 – Poor	4 – Poor	no		3
120	perpendicular	Compliant	0.8	9.4	3.3	no	4	no		3 – Fair	3 – Fair	no		3
122	perpendicular	Compliant	4.6	7	0.9	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
123	perpendicular	Compliant	4.6	10	1.9	yes	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
124	perpendicular	Compliant	4.4	9	1.4	yes	3.5	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
125	perpendicular	Compliant	4.4	13.4	0.4	yes	3.5	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
126	perpendicular	Compliant	3.9	3.4	0.9	no	3.5	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
128	depressed corner	Compliant	2.5	10.3	0.4	yes	4	yes	no	3 – Fair	2 – Good	no		3
129	perpendicular	Compliant	2.3	7	4.7	yes	3.5	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
130	perpendicular	Compliant	2.3	7.1	3.2	no	3.5	yes		3 – Fair	2 – Good	no	Exp agg dome	3
131	perpendicular	Compliant	4.5	15.9	3.8	no	3.5	yes		4 – Poor	4 – Poor	no	Exp agg dome	3
132	perpendicular	Compliant	4.5	4	0.4	no	3.5	yes		2 – Good	4 – Poor	no	Exp agg dome	3
133	perpendicular	Compliant	5.4	7.5	1.3	no	3.5	yes		2 – Good	2 – Good	no	Exp agg dome	3
135	perpendicular	Compliant	3.3	2	0.4	no	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
148	perpendicular	Compliant	3.1	4.8	4.1	no	4	no		3 – Fair	4 – Poor	no		3
149	perpendicular	Compliant	3.6	15.3	0.2	no	4	no		3 – Fair	4 – Poor	no		3
152	perpendicular	Compliant	5.7	9.7	5.7	no	4	yes	yes	2 – Good	2 – Good	no		3
154	perpendicular	Compliant	4.8	5.2	0.7	yes	4	no		3 – Fair	4 – Poor	no		3
158	perpendicular	Compliant	1.5	10.2	1.4	no	2	yes	yes	2 – Good	2 – Good	no		3
163	perpendicular	Compliant	1.5	9.7	2.1	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
164	perpendicular	Compliant	3	10.6	1.9	no	4	yes		3 – Fair	1 – Excellent	no	Exp agg dome	3
175	perpendicular	Compliant	1.7	15.7	1.1	no	4	no		4 – Poor	4 – Poor	no		3
176	perpendicular	Compliant	0.6	5.2	0.3	no	4	no		2 – Good	4 – Poor	yes		3
180	perpendicular	Compliant	2.4	8.8	4.2	yes	4	yes	yes	2 – Good	3 – Fair	no		3
182	perpendicular	Compliant	1	1	3.5	no	4	yes	yes	2 – Good	2 – Good	no		3
183	parallel	Compliant	2	7	7.8	no	4	no		3 – Fair	4 – Poor	no		3
184	diagonal	Compliant	4.6	9.4	2.3	yes	4	yes	yes	2 – Good	2 – Good	no		3
186	perpendicular	Compliant	3.6	2.4	1.7	no	4	yes	yes	1 – Excellent	2 – Good	no		3
187	perpendicular	Compliant	2.6	2.3	2.4	no	4	yes	yes	1 – Excellent	1 – Excellent	no		3
188	perpendicular	Compliant	5.2	9.9	5.9	no	4	no		3 – Fair	2 – Good	no		3

# Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
194	perpendicular	Compliant	0.6	7	0.3	no	4	no		3 – Fair	4 – Poor	yes		3
201	perpendicular	Compliant	1.9	1.8	2.4	no	4	no		3 – Fair	4 – Poor	no		3
209	perpendicular	Compliant	2.3	11.6	3.1	yes	4	no		2 – Good	2 – Good	no		3
213	perpendicular	Compliant	4.5	7.7	4.5	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
214	perpendicular	Compliant	4.5	16.8	2.2	no	4	no	yes	3 – Fair	3 – Fair	no		3
216	perpendicular	Compliant	2.2	3.4	0	no	4	yes		3 – Fair	4 – Poor	no	Exp agg dome	3
217	perpendicular	Compliant	4.7	5.9	1.8	no	4	no		2 – Good	3 – Fair	no		3
218	perpendicular	Compliant	0.4	10.1	1.7	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
219	perpendicular	Compliant	1.7	16.1	1	no	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
221	perpendicular	Compliant	2.2	13.6	0.3	no	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
222	perpendicular	Compliant	5.1	7.3	3.2	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
223	perpendicular	Compliant	2	11.3	0.2	no	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
224	perpendicular	Compliant	2.3	13.9	0.4	yes	2	yes		3 – Fair	2 – Good	no	Exp agg dome	3
226	perpendicular	Compliant	6	7.4	2	no	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
227	perpendicular	Compliant	1.3	11.7	1.4	no	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
228	perpendicular	Compliant	2.4	17.5	2.8	no	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
229	perpendicular	Compliant	3.2	14.7	1.2	no	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
230	perpendicular	Compliant	4.4	5.9	5.7	no	4	yes		4 – Poor	3 – Fair	no	Exp agg dome	3
231	perpendicular	Compliant	4.4	8	0.4	no	3.5	yes		2 – Good	3 – Fair	no	Exp agg dome	3
237	perpendicular	Compliant	2.7	4	2	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
238	perpendicular	Compliant	2.7	6.7	3	no	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
239	perpendicular	Compliant	3.5	7.1	0.1	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
240	perpendicular	Compliant	3.5	5.9	0.4	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
242	perpendicular	Compliant	1.6	10.9	1.3	no	4	yes		3 – Fair	4 – Poor	no	Exp agg dome	3
243	perpendicular	Compliant	4.8	9.8	0.4	no	4	no		3 – Fair	4 – Poor	no		3
244	perpendicular	Compliant	4.8	8.5	1.2	no	5	no		3 – Fair	4 – Poor	no		3
245	perpendicular	Compliant	4.5	7.6	2.2	no	4	no		3 – Fair	4 – Poor	no		3
246	perpendicular	Compliant	4.5	12.2	2.2	no	2	no		4 – Poor	4 – Poor	no		3
247	perpendicular	Compliant	3.4	9	0.3	no	5	yes		2 – Good	2 – Good	no	Exp agg dome	3
249	perpendicular	less than 4ft x 4ft	2	9.5	0.5	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
251	perpendicular	Compliant	6	7.3	5.7	no	4	yes	yes	2 – Good	2 – Good	no		3
252	perpendicular	Compliant	6	15.6	0.7	yes	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
253	perpendicular	Compliant	4.3	7.4	5.2	yes	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
254	perpendicular	Compliant	4.3	15.6	3.3	yes	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
255	perpendicular	Compliant	3.6	3.2	0.1	yes	4	no		2 – Good	2 – Good	no		3
256	perpendicular	Compliant	5	6.7	1.7	yes	4	no		3 – Fair	2 – Good	no		3
257	perpendicular	Compliant	1.4	13.7	2.7	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
261	perpendicular	Compliant	1.4	7.3	0.7	no	4	no		2 – Good	4 – Poor	yes		3
262	perpendicular	Compliant	1.4	12	0.4	no	4	no		2 – Good	4 – Poor	no		3
273	perpendicular	less than 4ft x 4ft	4.9	5.3	2.1	yes	4	no		2 – Good	4 – Poor	no		3
275	perpendicular	Compliant	1	5.8	0.4	no	4	yes		3 – Fair	4 – Poor	yes	Exp agg dome	3
276	perpendicular	Compliant	1	6.2	2.8	no	4	yes		2 – Good	4 – Poor	no	Exp agg dome	3
279	perpendicular	Compliant	5.5	1.4	1.9	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
280	perpendicular	Compliant	5.1	3.5	5	no	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
282	perpendicular	Compliant	0.4	1.8	0.3	no	5	yes	yes	1 – Excellent	4 – Poor	yes	Standing water	3



# Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
287	perpendicular	Compliant	3.2	6.6	3.5	no	5	yes		2 – Good	4 – Poor	no	Exp agg dome	3
288	perpendicular	Compliant	3.2	3.8	3.4	yes	5	yes		2 – Good	3 – Fair	no	Exp agg dome	3
289	perpendicular	Compliant	5.3	5.5	1.5	yes	5	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
290	perpendicular	Compliant	3.1	3.5	1.2	no	4.25	yes	yes	1 – Excellent	3 – Fair	no		3
292	perpendicular	Compliant	5.9	2.8	6.4	yes	5	yes		2 – Good	3 – Fair	no	Exp agg dome	3
293	perpendicular	Compliant	0.9	9.8	1.1	yes	5	yes		2 – Good	4 – Poor	no	Exp agg dome	3
294	perpendicular	Compliant	3.6	5.8	3	yes	5	yes		2 – Good	2 – Good	no	Exp agg dome	3
300	perpendicular	Compliant	1.3	14.8	1.3	no	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
301	perpendicular	Compliant	1.8	10.4	1.5	no	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
302	perpendicular	Compliant	2.9	12.2	2.5	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
303	perpendicular	Compliant	5	10.7	3.2	no	4	yes		4 – Poor	3 – Fair	no	Exp agg dome	3
304	perpendicular	Compliant	3.1	15.5	2.8	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
305	perpendicular	Compliant	2.2	10.1	3.7	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
306	perpendicular	Compliant	2.6	12	0.4	no	4	yes		2 – Good	4 – Poor	no	Exp agg dome	3
307	perpendicular	Compliant	1.5	11.6	2	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
311	perpendicular	Compliant	4.7	13.3	0	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
314	perpendicular	Compliant	3.7	7.6	1.6	yes	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
316	perpendicular	less than 4ft x 4ft	0.9	14.3	1.9	no	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
317	perpendicular	Compliant	3.9	14.7	1.5	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
318	perpendicular	Compliant	3	11.4	2.6	yes	4	yes		2 – Good	4 – Poor	no	Exp agg dome	3
319	perpendicular	Compliant	1	12.6	1.5	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
321	perpendicular	none		9.1	0.4	yes	5	no		3 – Fair		no		3
323	perpendicular	Compliant	2.6	11.4	2.4	no	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
324	perpendicular	Compliant	5.6	9.1	4.8	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
325	perpendicular	Compliant	0.6	3.9	5.4	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
326	perpendicular	Compliant	2.6	2.6	1.1	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
327	perpendicular	Compliant	8.5	8.9	2.5	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
328	perpendicular	Compliant	0.1	10	1.4	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
329	perpendicular	Compliant	1.4	11	1.7	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
330	perpendicular	Compliant	3.4	18.6	1.3	no	4	yes		2 – Good	4 – Poor	no	Exp agg dome	3
331	perpendicular	Compliant	0.6	16	0.7	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
333	perpendicular	Compliant	3	5.4	1.2	yes	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
334	perpendicular	Compliant	10.7	9.3	7.6	yes	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
336	perpendicular	Compliant	3.2	6.9	0.2	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
338	perpendicular	Compliant	4.5	14.1	1.3	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
340	perpendicular	Compliant	1.2	12.5	1.9	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
341	perpendicular	Compliant	1.1	9.7	1.1	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
344	perpendicular	Compliant	2.2	11.5	1.9	yes	4	yes		4 – Poor	2 – Good	no	Exp agg dome	3
346	perpendicular	Compliant	2.9	11	3.9	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
347	perpendicular	Compliant	1.5	5.6	2.3	no	4	yes		3 – Fair	4 – Poor	no	Exp agg dome	3
349	perpendicular	Compliant	3	6.6	2.7	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
350	perpendicular	Compliant	2.7	7.1	0.2	yes	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
352	parallel	Compliant	2.3	10.7	0.6	no	4	yes	yes	1 – Excellent	2 – Good	no		3
353	parallel	Compliant	1.2	4.6	0.4	no	9	no		4 – Poor	3 – Fair	no		3
354	perpendicular	Compliant	4.7	4.7	0.6	no	9	no		3 – Fair	2 – Good	no		3



# Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
355	parallel	Compliant	2	10.1	1.3	no	5	yes	yes	2 – Good	2 – Good	no		3
356	perpendicular	Compliant	3	5	1.6	yes	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
357	perpendicular	Compliant	3.2	9	3.3	yes	4	yes		3 – Fair	4 – Poor	no	Exp agg dome	3
358	perpendicular	Compliant	5.1	3.2	4.8	no	4	yes	yes	1 – Excellent	4 – Poor	no		3
359	perpendicular	Compliant	5.4	11.2	4.3	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
362	perpendicular	Compliant	3	6.7	1.7	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
363	perpendicular	Compliant	1.5	10.6	2.4	no	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
365	diagonal	Compliant	4.1	4.2	0.7	no	4	yes	yes	1 – Excellent	2 – Good	no		3
366	parallel	Compliant	2	7.1	0.5	yes	5	no		3 – Fair	4 – Poor	no		3
368	perpendicular	Compliant	3.3	13.3	0.9	no	4	yes	no	2 – Good	3 – Fair	no		3
369	perpendicular	Compliant	1.8	6.7	2.2	yes	4	yes		4 – Poor	3 – Fair	no	Exp agg dome	3
370	perpendicular	Compliant	7.7	9.6	2.1	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
372	perpendicular	Compliant	1.7	5.4	1.1	yes	4	yes		2 – Good	4 – Poor	no	Exp agg dome	3
373	perpendicular	Compliant	3.7	9.8	3.2	no	4	yes		2 – Good	4 – Poor	no	Exp agg dome	3
374	perpendicular	Compliant	6.1	10.1	1.1	yes	4	yes		3 – Fair	3 – Fair	no	Exp agg dome	3
375	perpendicular	Compliant	4.1	6.9	5	yes	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
377	perpendicular	Compliant	2.1	10.5	2.3	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
378	perpendicular	Compliant	1.5	6	1.7	yes	4	yes		2 – Good	4 – Poor	no	Exp agg dome	3
379	perpendicular	Compliant	2.3	11.1	3.5	yes	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
380	perpendicular	Compliant	3.7	10.6	0.5	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
381	perpendicular	Compliant	5.2	4.6	3.2	no	4	yes	yes	1 – Excellent	4 – Poor	no		3
382	diagonal	Compliant	5.4	5.4	0.8	no	8	no		1 – Excellent	1 – Excellent	no		3
385	perpendicular	Compliant	2.9	7	2.5	no	8	no		1 – Excellent	1 – Excellent	no		3
388	perpendicular	Compliant	4	2.7	1	no	5	yes	yes	1 – Excellent	1 – Excellent	yes		3
392	perpendicular	Compliant	2.6	2.8	0.4	no	8	yes	yes	1 – Excellent	1 – Excellent	no		3
398	perpendicular	Compliant	4.3	7.9	3.6	yes	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
402	perpendicular	Compliant	2.7	5.7	0.8	no	4	yes	yes	1 – Excellent	1 – Excellent	no		3
404	perpendicular	Compliant	0.1	4	0.2	no	4	yes	yes	1 – Excellent	4 – Poor	yes		3
407	parallel	Compliant	5.5	9.2	0.3	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
412	diagonal	Compliant	3.4	5.8	3.8	no	6	yes	yes	1 – Excellent	1 – Excellent	no		3
414	perpendicular	none		1.8	3.7	no	6	no		3 – Fair		no		3
418	diagonal	Compliant	2.5	8.3	0.1	yes	6	yes		3 – Fair	4 – Poor	no	Exp agg dome	3
419	diagonal	Compliant	5.2	9.4	1.3	yes	5	no		3 – Fair	4 – Poor	no		3
420	diagonal	Compliant	4.4	8.5	1.2	no	5	no		3 – Fair	4 – Poor	no		3
422	perpendicular	Compliant	0.7	2	2.7	no	7	no		2 – Good		no		3
435	perpendicular	Compliant	1.9	3.4	3	no	4	yes	yes	1 – Excellent	3 – Fair	no		3
437	perpendicular	Compliant	3.1	4	0.4	no	5	yes	yes	1 – Excellent	2 – Good	no		3
439	perpendicular	Compliant	2.6	6.9	1.3	no	5	yes	yes	1 – Excellent	3 – Fair	no		3
442	perpendicular	Compliant	0.9	7.6	0.6	no	4	yes	yes	3 – Fair	4 – Poor	yes		3
444	diagonal	Compliant	2.9	8.4	7.7	no	7	yes		3 – Fair	2 – Good	no	Exp agg dome	3
445	diagonal	Compliant	2.7	3.2	7.6	yes	7	yes		3 – Fair	2 – Good	no	Exp agg dome	3
448	perpendicular	Compliant	0.9	6.8	1.2	yes	4	yes	yes	3 – Fair	4 – Poor	no		3
449	perpendicular	Compliant	2.6	14.4	3.4	yes	4	no		3 – Fair	3 – Fair	no		3
450	perpendicular	Compliant	2.6	5.8	1.4	no	4	no		3 – Fair	3 – Fair	no		3
451	perpendicular	Compliant	4.2	13.3	6	yes	4	no		2 – Good	3 – Fair	no		3

# Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
452	perpendicular	Compliant	7.4	15.9	6.8	yes	4	no		3 – Fair	2 – Good	no		3
453	perpendicular	Compliant	3	11	2.2	no	4	no		2 – Good	3 – Fair	no		3
454	perpendicular	Compliant	3.6	7.8	1.4	no	4	no		2 – Good	2 – Good	no		3
455	perpendicular	Compliant	3.7	7	2.4	no	4	no		2 – Good	4 – Poor	no		3
456	perpendicular	Compliant	3.2	12	2.1	no	4	no		3 – Fair	2 – Good	no		3
457	perpendicular	Compliant	3.2	6.4	3.3	no	4	no		2 – Good	2 – Good	no		3
458	perpendicular	Compliant	3.6	12.2	1.6	no	4	no		2 – Good	2 – Good	no		3
459	perpendicular	Compliant	7.6	8.6	3	no	4	no		2 – Good	3 – Fair	no		3
460	perpendicular	Compliant	3.2	6	0	no	4	no		2 – Good	3 – Fair	no		3
461	perpendicular	Compliant	5.9	9.2	3.6	yes	4	no		2 – Good	2 – Good	no		3
462	perpendicular	Compliant	11.3	16.9	2.6	yes	4	no		3 – Fair	3 – Fair	no		3
463	perpendicular	Compliant	2.3	7	0.2	no	4	no		3 – Fair	4 – Poor	no		3
464	perpendicular	Compliant	4.7	9.8	1.4	no	4	no		3 – Fair	2 – Good	no		3
465	perpendicular	Compliant	1.3	8.2	4.5	yes	4	no		3 – Fair	3 – Fair	no		3
466	perpendicular	Compliant	2.4	0.6	3.3	no	4	no		3 – Fair	3 – Fair	no		3
471	diagonal	Compliant	1.4	6.3	2.7	no	4	no		3 – Fair	4 – Poor	no		3
475	perpendicular	Compliant	4	7.7	1	no	4	yes	yes	1 – Excellent	1 – Excellent	no		3
478	perpendicular	Compliant	1.2	8.2	2.6	no	4	yes	yes	2 – Good	2 – Good	no		3
483	perpendicular	Compliant	2.4	9.9	2.9	no	4	yes		2 – Good	1 – Excellent	no	Exp agg dome	3
485	perpendicular	Compliant	1.2	10.3	4.6	yes	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
486	perpendicular	Compliant	3	15.7	0.8	yes	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
487	perpendicular	Compliant	3.9	10.4	0.6	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
491	perpendicular	Compliant	4	13.7	0.2	no	4	yes		2 – Good	4 – Poor	no	Exp agg dome	3
492	perpendicular	Compliant	4	9.7	3.8	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
493	perpendicular	Compliant	5.5	11	4	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
494	perpendicular	Compliant	5.5	12	2	yes	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
496	perpendicular	Compliant	1.5	10.8	4.1	yes	4	yes		3 – Fair	2 – Good	no	Exp agg dome	3
497	perpendicular	Compliant	1.8	6.5	2.7	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
500	perpendicular	Compliant	2.3	7.4	1.9	no	4	yes		2 – Good	4 – Poor	no	Exp agg dome	3
501	perpendicular	Compliant	1.7	9.9	0.7	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
505	perpendicular	Compliant	1.2	9.6	2.4	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
506	perpendicular	Compliant	1.1	10.5	1.9	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
509	perpendicular	Compliant	2	2.4	0.1	no	4	yes	yes	1 – Excellent	4 – Poor	yes	Bad curb	3
511	diagonal	Compliant	3.4	4.9	2	yes	4	yes	yes	1 – Excellent	3 – Fair	no		3
519	perpendicular	Compliant	3.6	0.5	3.2	yes	4	yes	no	2 – Good	2 – Good	no		3
520	perpendicular	Compliant	5	6.5	2	yes	4	yes	no	2 – Good	2 – Good	no		3
521	perpendicular	Compliant	2.7	2.1	5	no	4	yes	no	2 – Good	2 – Good	no		3
522	perpendicular	Compliant	4.3	4.6	3.8	no	4	yes	no	2 – Good	2 – Good	no		3
523	perpendicular	Compliant	2.8	5.8	0.5	no	4	yes	no	2 – Good	2 – Good	no		3
526	perpendicular	Compliant	4	10	1.1	no	5	yes		2 – Good	2 – Good	no	Exp agg dome	3
527	perpendicular	Compliant	3.8	12.5	0.1	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
528	perpendicular	Compliant	3.5	11.2	2.9	yes	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
536	perpendicular	Compliant	1.3	11.2	1	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
537	perpendicular	Compliant	4.2	8.2	1.6	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3
540	perpendicular	Compliant	3.5	10	0.5	no	4	yes		2 – Good	3 – Fair	no	Exp agg dome	3

# Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
542	perpendicular	Compliant	3.5	5.3	3.9	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
543	perpendicular	Compliant	1.7	10.3	5.2	no	4	yes		2 – Good	2 – Good	no	Exp agg dome	3
545	perpendicular	Compliant	3.8	3.2	1	no	8	no		3 – Fair	2 – Good	no		3
546	perpendicular	Compliant	7.6	6.3	3.4	no	6	yes	yes	2 – Good	2 – Good	no		3
547	perpendicular	Compliant	4	4.1	2.8	no	6	yes	yes	2 – Good	2 – Good	no		3
548	perpendicular	Compliant	2.4	0.3	3.1	no	4	yes	yes	2 – Good	2 – Good	no		3
549	perpendicular	Compliant	6.2	3.5	5.9	no	4	yes	yes	2 – Good	2 – Good	no		3
550	perpendicular	Compliant	7	9.2	2.6	no	4	yes	yes	2 – Good	3 – Fair	no		3
551	perpendicular	Compliant	3.5	6.3	1.1	no	4	yes	yes	2 – Good	2 – Good	no		3
554	perpendicular	Compliant	3.8	4.8	1.5	yes	6	yes	yes	2 – Good	2 – Good	no		3
555	perpendicular	Compliant	3.9	2	1.5	yes	6	yes	yes	2 – Good	3 – Fair	no		3
558	diagonal	Compliant	2.8	6.2	3.8	yes	6	yes	yes	2 – Good	2 – Good	no		3
559	perpendicular	Compliant	4.2	3.9	1	yes	6	yes	yes	2 – Good	3 – Fair	no		3
560	perpendicular	Compliant	3.3	4.7	1.8	yes	6	yes	yes	2 – Good	2 – Good	no		3
9	none	none										no		4
10	none											no		4
13	none											no		4
14	none											no		4
20	none											no		4
21	none											no		4
24	none											no		4
25	none											no		4
30	none											no		4
33	none											no		4
35	none											no		4
36	none											no		4
38	none											no		4
39	none											no		4
40	none											no		4
41	none											no		4
43	none											no		4
44	none											no		4
46	none											no		4
49	none											no		4
52	none											no		4
53	none											no		4
54	none											no		4
57	none											no		4
58	none											no		4
59	none											no		4
60	none											no		4
61	none											no		4
62	none											no		4
63	none											no		4
64	none											no		4

Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
70	none											no		4
77	none											no		4
78	none											no		4
79	none											no		4
81	none											no		4
82	none											no		4
83	none											no		4
84	none											no		4
85	none											no		4
86	none											no		4
87	none											no		4
88	none											no		4
89	none											no		4
90	none											no		4
91	none											no		4
92	none											no		4
93	none											no		4
94	none											no		4
95	none											no		4
96	none											no		4
99	none											no		4
105	none											no		4
106	none											no		4
108	none											no		4
109	none											no		4
114	none											no		4
115	none											no		4
116	none											no		4
118	none											no		4
121	none											no		4
136	none											no		4
138	none											no		4
139	none											no		4
140	none											no		4
141	none											no		4
142	none											no		4
143	none											no		4
144	none											no		4
145	none											no		4
146	none											no		4
147	none											no		4
150	none											no		4
153	none											no		4
156	none											no		4
157	none											no		4

Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
159	none											no		4
162	none											no		4
165	none											no		4
167	none											no		4
170	none											no		4
171	none											no		4
172	none											no		4
173	none											no		4
174	none											no		4
177	none											no		4
178	none											no		4
181	none											no		4
189	none											no		4
192	none											no		4
195	none											no		4
196	none											no		4
197	none											no		4
199	none											no		4
203	none											no		4
204	none											no		4
205	none											no		4
206	none											no		4
207	none											no		4
208	none											no		4
210	none											no		4
248	none											no		4
250	none											no		4
259	none											no		4
264	none											no		4
267	none											no		4
268	none											no		4
274	none											no		4
295	none											no		4
296	none											no		4
297	none											no		4
298	none											no		4
308	none											no		4
310	none											no		4
335	none											no		4
367	none											no		4
403	none											no		4
429	none											no		4
430	none											no		4
431	none											no		4
432	none											no		4

Pedestrian Ramps

Number in			Landing	Ramp	Ramp					Condition	Gutter	Total	Percentage	Rating
557			0-2%	0-8.3%	0-2%					1-3	1-3	101	18%	1
			2.1-2.5%	8.4-9.5	2.1-2.5%					1-3	1-3	54	10%	2
			2.6% or	9.6 or	2.6% or					4	4	264	47%	3
			Ramp	Not	Present							138	25%	4
OBJECT ID	Curb Ramp	Ped Landing	Landing	Ramp	Ramp	Vertical	Ramp	Truncated	Dome width	Condition	Gutter	Is Curb Ramp	Comments	Rating
443	none											no		4
446	none											no		4
447	none											no		4
470	none											no		4
489	none											no		4
490	none											no		4
495	none											no		4
498	none											no		4
499	none											no		4
502	none											no		4
529	none											no		4
530	none											no		4
531	none											no		4
532	none											no		4
533	none											no		4
534	none											no		4
535	none											no		4

## Pedestrian Crossings

Total in Evaluation		Number	Percentage	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
245		115	47%	0-5%	0-2%	1-3	1
		41	17%	5.1-6.5%	2.1-2.5%	1-3	2
		89	36%	6.6% or more	2.6% or more	4	3
OBJECT ID	Marked Crossing	Cross Walk Width	Ramp Within Cross Walk	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
168	yes	8	yes	0	1.2	1 – Excellent	1
189	yes	5	yes	1	0.8	1 – Excellent	1
27	yes	6	yes	1.1	0.3	1 – Excellent	1
120	no	5	yes	1.1	1.7	1 – Excellent	1
206	no	4.5	yes	1.5	1.8	1 – Excellent	1
4	no	4	yes	1.6	0.5	1 – Excellent	1
188	yes	5	yes	1.8	0.3	1 – Excellent	1
186	yes	5	yes	1.8	1	1 – Excellent	1
116	no	5	yes	2.1	0.6	1 – Excellent	1
230	no	4	yes	2.2	1.9	1 – Excellent	1
185	yes	5	yes	2.5	1.5	1 – Excellent	1
187	yes	5	yes	2.6	1.1	1 – Excellent	1
231	no	5	yes	2.6	1.3	1 – Excellent	1
28	yes	6	yes	3	1	1 – Excellent	1
24	yes	6	yes	3	1.2	1 – Excellent	1
169	yes	6	yes	3.1	1.8	1 – Excellent	1
191	yes	5	yes	3.2	0.6	1 – Excellent	1
190	yes	5	yes	3.2	1.5	1 – Excellent	1
173	no	5	yes	4	0.3	1 – Excellent	1
95	no	4	yes	4	1	1 – Excellent	1
96	no	4	yes	4	1	1 – Excellent	1
97	no	4	yes	4	1	1 – Excellent	1
98	no	4	yes	4	1	1 – Excellent	1
99	no	4	yes	4	1	1 – Excellent	1
100	no	4	yes	4	1	1 – Excellent	1
101	no	4	yes	4	1	1 – Excellent	1
102	no	4	yes	4	1	1 – Excellent	1
171	yes	6	yes	5	0.7	1 – Excellent	1
126	no	5	yes	0.3	1.1	2 – Good	1
241	no	6	yes	0.4	0.8	2 – Good	1
151	yes	8	yes	0.5	0.6	2 – Good	1
243	yes	6	yes	0.5	1.1	2 – Good	1
165	no	4	yes	0.6	0.3	2 – Good	1
234	no	4	yes	0.6	0.5	2 – Good	1
238	yes	8	yes	0.9	0.2	2 – Good	1
242	yes	6	yes	0.9	0.2	2 – Good	1
152	no	9	yes	1	0.3	2 – Good	1
50	yes	5	yes	1	1.1	2 – Good	1

## Pedestrian Crossings

Total in Evaluation		Number	Percentage	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
245		115	47%	0-5%	0-2%	1-3	1
		41	17%	5.1-6.5%	2.1-2.5%	1-3	2
		89	36%	6.6% or more	2.6% or more	4	3
OBJECT ID	Marked Crossing	Cross Walk Width	Ramp Within Cross Walk	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
229	yes	7	yes	1.2	0	2 – Good	1
14	no	4	yes	1.3	0.1	2 – Good	1
246	yes	8	yes	1.4	0.7	2 – Good	1
153	yes	6.5	yes	1.9	0.9	2 – Good	1
183	no	5	yes	2	1	2 – Good	1
70	no	4	yes	2.4	1	2 – Good	1
134	no	4	yes	2.5	1.7	2 – Good	1
123	no	4	yes	2.5	2	2 – Good	1
244	yes	7	yes	2.8	0.8	2 – Good	1
200	no	4	yes	2.8	1.4	2 – Good	1
225	yes	7	yes	2.9	1.5	2 – Good	1
127	no	5	yes	3	0.8	2 – Good	1
201	no	4	yes	3.2	1.2	2 – Good	1
240	yes	8	yes	3.2	1.7	2 – Good	1
160	no	4	yes	3.5	1.6	2 – Good	1
180	yes	7	yes	4	0.6	2 – Good	1
219	no	4	yes	4.2	0.7	2 – Good	1
213	no	4	yes	4.2	1.8	2 – Good	1
221	no	4	yes	4.4	1	2 – Good	1
2	no	4	yes	4.5	1.2	2 – Good	1
74	no	4	yes	4.8	1.5	2 – Good	1
202	no	4	no	2.6	0.6	2 – Good	1
149	yes	6	yes	0.2	0.2	3 – Fair	1
141	no	4	yes	0.6	1.8	3 – Fair	1
53	no	4	yes	0.7	0.4	3 – Fair	1
55	no	4	yes	0.9	0.2	3 – Fair	1
35	no	4	yes	1	0	3 – Fair	1
56	no	4	yes	1.2	0.5	3 – Fair	1
6	no	4	yes	1.3	1.9	3 – Fair	1
163	yes	5	yes	1.4	0.3	3 – Fair	1
42	no	4	yes	1.7	0.4	3 – Fair	1
43	no	4	yes	1.8	0.7	3 – Fair	1
164	no	4	yes	1.8	1.8	3 – Fair	1
137	no	4	yes	2	1.5	3 – Fair	1
88	no	4	yes	2	1.8	3 – Fair	1
114	no	4	yes	2.1	0.4	3 – Fair	1
44	no	4	yes	2.1	1.1	3 – Fair	1
52	yes	5	yes	2.3	0.5	3 – Fair	1



## Pedestrian Crossings

Total in Evaluation		Number	Percentage	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
245		115	47%	0-5%	0-2%	1-3	1
		41	17%	5.1-6.5%	2.1-2.5%	1-3	2
		89	36%	6.6% or more	2.6% or more	4	3
OBJECT ID	Marked Crossing	Cross Walk Width	Ramp Within Cross Walk	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
226	yes	6	yes	2.4	0.6	3 – Fair	1
112	no	4	yes	2.4	0.7	3 – Fair	1
58	no	4	yes	2.6	0.5	3 – Fair	1
20	no	4	yes	2.8	2	3 – Fair	1
54	no	4	yes	2.9	0.9	3 – Fair	1
22	no	4	yes	3	1.6	3 – Fair	1
17	no	4	yes	3.1	2	3 – Fair	1
32	no	4	yes	3.3	0.6	3 – Fair	1
212	yes	8	yes	3.3	1.6	3 – Fair	1
31	no	4	yes	3.4	0.1	3 – Fair	1
69	no	4	yes	3.4	0.6	3 – Fair	1
237	yes	8	yes	3.4	0.9	3 – Fair	1
179	yes	6	yes	3.6	0.5	3 – Fair	1
94	no	4	yes	3.7	0.2	3 – Fair	1
162	yes	5	yes	3.7	1.7	3 – Fair	1
5	no	4	yes	3.8	0.5	3 – Fair	1
157	yes	6	yes	3.9	1.2	3 – Fair	1
18	no	4	yes	3.9	1.7	3 – Fair	1
161	no	4	yes	4.1	0.3	3 – Fair	1
82	no	4	yes	4.1	0.7	3 – Fair	1
49	yes	5	yes	4.1	0.9	3 – Fair	1
194	yes	7	yes	4.1	1.5	3 – Fair	1
218	no	4	yes	4.2	1.5	3 – Fair	1
47	no	4	yes	4.3	0.2	3 – Fair	1
3	no	4	yes	4.3	0.4	3 – Fair	1
60	no	4	yes	4.3	0.4	3 – Fair	1
166	yes	6	yes	4.4	0.6	3 – Fair	1
207	no	4	yes	4.4	0.6	3 – Fair	1
150	yes	6	yes	4.5	0.3	3 – Fair	1
73	no	4	yes	4.6	0	3 – Fair	1
16	no	4	yes	4.7	0.8	3 – Fair	1
146	no	4	yes	4.8	1.5	3 – Fair	1
75	no	4	no	0.9	0.2	3 – Fair	1
122	no	4	yes	2.2	2	3 – Fair	1
133	no	4	no	3.9	1.1	3 – Fair	1
144	no	4	no	4.5	0	3 – Fair	1
131	no	4	no	2.5	1.2	3 – Fair	1
68	no	4	no	3	1.1	3 – Fair	1

## Pedestrian Crossings

Total in Evaluation		Number	Percentage	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
245		115	47%	0-5%	0-2%	1-3	1
		41	17%	5.1-6.5%	2.1-2.5%	1-3	2
		89	36%	6.6% or more	2.6% or more	4	3
OBJECT ID	Marked Crossing	Cross Walk Width	Ramp Within Cross Walk	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
227	yes	7	no	3.1	0.9	3 – Fair	1
170	yes	6	yes	0.1	2.2	1 – Excellent	2
211	yes	7	yes	0.8	2.7	1 – Excellent	2
167	no	8	yes	1	2.3	1 – Excellent	2
174	no	4	yes	4.5	2.5	1 – Excellent	2
208	no	4	yes	6.3	0.1	1 – Excellent	2
113	no	4	yes	0	2.2	2 – Good	2
209	no	4	no	0.1	2.6	2 – Good	2
29	no	4	yes	2.2	3	2 – Good	2
193	no	4	no	2.3	2.3	2 – Good	2
216	no	4	yes	3	3	2 – Good	2
223	no	4	yes	3.7	2.4	2 – Good	2
181	yes	5	yes	4.3	2.3	2 – Good	2
210	no	4	yes	5.2	2.5	2 – Good	2
115	no	4	yes	5.3	0.3	2 – Good	2
8	no	4	yes	5.3	1	2 – Good	2
217	no	4	yes	5.3	1.5	2 – Good	2
158	yes	8	yes	5.4	0.6	2 – Good	2
104	no	4	yes	5.4	0.8	2 – Good	2
199	no	4	yes	5.4	1.6	2 – Good	2
7	no	4	yes	5.6	0	2 – Good	2
138	no	4	yes	5.6	1.1	2 – Good	2
140	no	4	yes	6	2.3	2 – Good	2
236	yes	8	yes	6.1	0.4	2 – Good	2
80	yes	5	yes	6.3	1.8	2 – Good	2
48	yes	5	no	5.3	0.6	2 – Good	2
9	no	4	no	5.9	0.4	2 – Good	2
239	yes	10		2.2	2.3	3 – Fair	2
129	no	4	yes	3.5	2.1	3 – Fair	2
205	no	4	yes	4.6	2.5	3 – Fair	2
136	no	4	yes	5.1	1	3 – Fair	2
142	no	4	yes	5.1	1.2	3 – Fair	2
233	no	4	yes	5.2	0.7	3 – Fair	2
135	no	4	yes	5.3	1.8	3 – Fair	2
36	no	4	yes	5.4	0.5	3 – Fair	2
30	no	4	yes	5.4	0.6	3 – Fair	2
159	yes	6	yes	5.4	1.9	3 – Fair	2
37	no	4	yes	5.4	2.5	3 – Fair	2

## Pedestrian Crossings

Total in Evaluation		Number	Percentage	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
245		115	47%	0-5%	0-2%	1-3	1
		41	17%	5.1-6.5%	2.1-2.5%	1-3	2
		89	36%	6.6% or more	2.6% or more	4	3
OBJECT ID	Marked Crossing	Cross Walk Width	Ramp Within Cross Walk	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
109	no	4	yes	5.5	0.6	3 – Fair	2
107	no	5	yes	5.7	0.1	3 – Fair	2
19	no	4	yes	6	0.6	3 – Fair	2
105	no	4	yes	6.2	0.6	3 – Fair	2
228	no	4	yes	1.4	3.2	1 – Excellent	3
119	no	5	yes	2.6	3.5	1 – Excellent	3
77	no	4	yes	3.6	3.2	1 – Excellent	3
177	no	5	yes	4	4.2	1 – Excellent	3
124	no	5	yes	4.9	3.9	1 – Excellent	3
176	no	5	yes	5.9	3.4	1 – Excellent	3
178	no	6	yes	6.7	0.1	1 – Excellent	3
175	no	5	yes	6.9	0.6	1 – Excellent	3
26	no	4	no	8.5	0.2	1 – Excellent	3
61	no	4	yes	0.1	5.2	2 – Good	3
110	no	4	yes	2.4	3.2	2 – Good	3
235	no	4	yes	3.1	4.5	2 – Good	3
106	no	4	yes	3.2	3.3	2 – Good	3
23	no	4	yes	3.8	3.4	2 – Good	3
125	no	4	yes	6	2.6	2 – Good	3
215	no	4	yes	6.3	3.5	2 – Good	3
204	no	4	yes	6.9	1.9	2 – Good	3
198	no	4	yes	7.3	8.9	2 – Good	3
197	no	4	yes	7.7	2.4	2 – Good	3
64	no	4	yes	8.3	0.8	2 – Good	3
1	no	3	yes	8.3	1.2	2 – Good	3
214	no	4	yes	8.5	2.3	2 – Good	3
224	no	4	yes	9.3	0.1	2 – Good	3
11	no	4	yes	10.9	3.9	2 – Good	3
79	yes	4.5	yes	0.2	3.6	3 – Fair	3
57	no	4	yes	0.5	3.4	3 – Fair	3
21	no	4	yes	0.8	4	3 – Fair	3
182	yes	6	yes	1.3	3.2	3 – Fair	3
156	no	4	yes	1.3	4.1	3 – Fair	3
81	no	4	yes	2.1	2.7	3 – Fair	3
87	no	4	yes	2.2	3	3 – Fair	3
72	no	4	yes	2.4	3.3	3 – Fair	3
34	no	4	yes	2.8	4.4	3 – Fair	3
25	yes	6	yes	3.2	2.8	3 – Fair	3

## Pedestrian Crossings

Total in Evaluation		Number	Percentage	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
245		115	47%	0-5%	0-2%	1-3	1
		41	17%	5.1-6.5%	2.1-2.5%	1-3	2
		89	36%	6.6% or more	2.6% or more	4	3
OBJECT ID	Marked Crossing	Cross Walk Width	Ramp Within Cross Walk	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
89	no	4	yes	3.5	3	3 – Fair	3
132	no	4	yes	3.7	2.8	3 – Fair	3
139	no	4	yes	3.8	2.7	3 – Fair	3
111	no	4	yes	4	4.9	3 – Fair	3
46	no	4	yes	4.9	2.8	3 – Fair	3
13	no	4	yes	6	4.4	3 – Fair	3
130	no	4	no	6.2	1.5	3 – Fair	3
38	yes	6	yes	7	0.1	3 – Fair	3
117	no	4	yes	7	1	3 – Fair	3
90	yes	6	yes	7	2.8	3 – Fair	3
92	no	4.5	yes	7.2	2	3 – Fair	3
76	no	4	no	7.9	0.6	3 – Fair	3
67	no	4	yes	8.1	1.3	3 – Fair	3
195	no	4	yes	8.1	3.1	3 – Fair	3
192	no	4	yes	8.2	0.8	3 – Fair	3
85	no	4	yes	8.2	3.2	3 – Fair	3
40	no	4	yes	8.4	0.2	3 – Fair	3
15	no	4	yes	9.2	2.3	3 – Fair	3
172	yes	6	yes	9.7	0.9	3 – Fair	3
86	no	4	yes	10.2	3.5	3 – Fair	3
39	no	4	yes	10.5	0.1	3 – Fair	3
196	no	4	no	12	0.3	3 – Fair	3
184	yes	5	yes	0.4	2.5	4 – Poor	3
154	yes	8	yes	1	3.4	4 – Poor	3
155	no	4	yes	1.2	1.4	4 – Poor	3
245	yes	8	yes	1.5	0.4	4 – Poor	3
148	no	4	yes	1.7	0	4 – Poor	3
45	no	4	yes	1.8	1.1	4 – Poor	3
143	no	4	yes	2	1.3	4 – Poor	3
66	no	4	yes	2.3	0.6	4 – Poor	3
62	no	4	yes	2.3	3.5	4 – Poor	3
128	no	4	yes	2.8	2.1	4 – Poor	3
63	no	4	yes	3	0.1	4 – Poor	3
65	no	4	yes	3.1	1.2	4 – Poor	3
51	yes	5	yes	3.1	1.8	4 – Poor	3
78	yes	5	yes	3.1	2.8	4 – Poor	3
147	no	4	yes	3.6	0.5	4 – Poor	3
93	no	4	no	3.7	2.3	4 – Poor	3

## Pedestrian Crossings

Total in Evaluation		Number	Percentage	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
245		115	47%	0-5%	0-2%	1-3	1
		41	17%	5.1-6.5%	2.1-2.5%	1-3	2
		89	36%	6.6% or more	2.6% or more	4	3
OBJECT ID	Marked Crossing	Cross Walk Width	Ramp Within Cross Walk	PAR Running Slope	PAR Cross Slope	Pavement Condition Rating	Rating
59	no	4	yes	3.8	0.7	4 – Poor	3
232	no	4	yes	4.5	0.2	4 – Poor	3
91	no	4	yes	4.5	1.2	4 – Poor	3
83	no	4	yes	4.8	0.3	4 – Poor	3
33	no	4	yes	5	1	4 – Poor	3
84	no	4	yes	5	1.3	4 – Poor	3
10	no	4	yes	5.1	1.5	4 – Poor	3
145	no	4	yes	5.2	1.8	4 – Poor	3
41	no	4	yes	5.6	2.2	4 – Poor	3
220	no	4	yes	6	0.5	4 – Poor	3
103	no	4	yes	6.2	0.7	4 – Poor	3
121	no	4	yes	6.2	1.2	4 – Poor	3
108	no	4	yes	6.4	1.1	4 – Poor	3
71	no	4	yes	6.4	1.3	4 – Poor	3
118	no	4	yes	6.8	2.9	4 – Poor	3
222	no	4	yes	7.3	0.5	4 – Poor	3
12	no	4	yes	8.2	2.9	4 – Poor	3

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
501	Broken or Cracked Panel	0	30		1
812	Broken or Cracked Panel	0	14		1
310	Heaves/Sunken Panels/Twists	0	10		1
483	Heaves/Sunken Panels/Twists	0	4		1
730	Heaves/Sunken Panels/Twists	0	6		1
764	Heaves/Sunken Panels/Twists	0	5		1
845	Heaves/Sunken Panels/Twists	0	5		1
877	Heaves/Sunken Panels/Twists	0	12		1
1131	Heaves/Sunken Panels/Twists	0	15		1
1190	Heaves/Sunken Panels/Twists	0	5		1
1290	Heaves/Sunken Panels/Twists	0	6		1
833	Surface Narrows to Less than 4 ft.	0	20		1
750	Heaves/Sunken Panels/Twists	0.1	5	Debris Debris Tree	1
171	Other	0.1	10		1
579	Broken or Cracked Panel	0.1	10		1
1336	Bridge Expansion Joint	0.1	2		1
205	Broken or Cracked Panel	0.1	54		1
224	Broken or Cracked Panel	0.1	28		1
410	Broken or Cracked Panel	0.1	5		1
445	Broken or Cracked Panel	0.1	12		1
654	Broken or Cracked Panel	0.1	5		1
758	Broken or Cracked Panel	0.1	4.5		1
787	Broken or Cracked Panel	0.1	18		1
941	Broken or Cracked Panel	0.1	9		1
1049	Broken or Cracked Panel	0.1	5		1
1109	Broken or Cracked Panel	0.1	6		1
1157	Broken or Cracked Panel	0.1	4		1
1244	Broken or Cracked Panel	0.1	5		1
1287	Broken or Cracked Panel	0.1	10		1
1302	Broken or Cracked Panel	0.1	12		1
1305	Broken or Cracked Panel	0.1	1		1
1355	Broken or Cracked Panel	0.1	5		1
69	Heaves/Sunken Panels/Twists	0.1	5		1
138	Heaves/Sunken Panels/Twists	0.1	4.5		1
179	Heaves/Sunken Panels/Twists	0.1	5		1
398	Heaves/Sunken Panels/Twists	0.1	4		1
431	Heaves/Sunken Panels/Twists	0.1	5		1
541	Heaves/Sunken Panels/Twists	0.1	10		1
619	Heaves/Sunken Panels/Twists	0.1	5		1
657	Heaves/Sunken Panels/Twists	0.1	5		1
853	Heaves/Sunken Panels/Twists	0.1	12		1
859	Heaves/Sunken Panels/Twists	0.1	5		1
1120	Heaves/Sunken Panels/Twists	0.1	5		1
1230	Heaves/Sunken Panels/Twists	0.1	5		1
298	Surface Narrows to Less than 4 ft.	0.1	5		1
418	Broken or Cracked Panel	0.2	12	Tree	1
222	Broken or Cracked Panel	0.2	7		1
299	Broken or Cracked Panel	0.2	25		1
381	Broken or Cracked Panel	0.2	67		1
593	Broken or Cracked Panel	0.2	25		1
617	Broken or Cracked Panel	0.2	10		1
623	Broken or Cracked Panel	0.2	5		1
641	Broken or Cracked Panel	0.2	5		1
663	Broken or Cracked Panel	0.2	10		1
887	Broken or Cracked Panel	0.2	12		1
989	Broken or Cracked Panel	0.2	50		1
1188	Broken or Cracked Panel	0.2	10		1
1340	Broken or Cracked Panel	0.2	6		1
1352	Broken or Cracked Panel	0.2	2		1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
125	Heaves/Sunken Panels/Twists	0.2	4		1
518	Heaves/Sunken Panels/Twists	0.2	10		1
533	Heaves/Sunken Panels/Twists	0.2	5		1
614	Heaves/Sunken Panels/Twists	0.2	5		1
814	Heaves/Sunken Panels/Twists	0.2	5		1
1040	Heaves/Sunken Panels/Twists	0.2	8		1
1082	Heaves/Sunken Panels/Twists	0.2	5		1
1204	Heaves/Sunken Panels/Twists	0.2	5		1
1270	Heaves/Sunken Panels/Twists	0.2	10		1
1291	Heaves/Sunken Panels/Twists	0.2	6		1
119	Broken or Cracked Panel	0.3	38		1
417	Broken or Cracked Panel	0.3	4		1
422	Broken or Cracked Panel	0.3	12		1
532	Broken or Cracked Panel	0.3	8		1
542	Broken or Cracked Panel	0.3	10		1
756	Broken or Cracked Panel	0.3	7.5		1
767	Broken or Cracked Panel	0.3	5		1
801	Broken or Cracked Panel	0.3	10		1
1110	Broken or Cracked Panel	0.3	12		1
1189	Broken or Cracked Panel	0.3	10		1
264	Heaves/Sunken Panels/Twists	0.3	10		1
566	Heaves/Sunken Panels/Twists	0.3	5		1
736	Heaves/Sunken Panels/Twists	0.3	5		1
765	Heaves/Sunken Panels/Twists	0.3	5		1
864	Heaves/Sunken Panels/Twists	0.3	5		1
969	Heaves/Sunken Panels/Twists	0.3	5		1
1169	Heaves/Sunken Panels/Twists	0.3	5		1
1174	Heaves/Sunken Panels/Twists	0.3	5		1
1211	Heaves/Sunken Panels/Twists	0.3	5		1
1277	Heaves/Sunken Panels/Twists	0.3	5		1
975	Heaves/Sunken Panels/Twists	0.4	5	Debris Debris Tree	1
303	Other	0.4	25		1
451	Heaves/Sunken Panels/Twists	0.4	10		1
66	Broken or Cracked Panel	0.4	42		1
93	Broken or Cracked Panel	0.4	20		1
237	Broken or Cracked Panel	0.4	5		1
359	Broken or Cracked Panel	0.4	10		1
421	Broken or Cracked Panel	0.4	20		1
457	Broken or Cracked Panel	0.4	5		1
509	Broken or Cracked Panel	0.4	5		1
545	Broken or Cracked Panel	0.4	5		1
615	Broken or Cracked Panel	0.4	30		1
755	Broken or Cracked Panel	0.4	4		1
771	Broken or Cracked Panel	0.4	4		1
886	Broken or Cracked Panel	0.4	24		1
1002	Broken or Cracked Panel	0.4	12		1
1052	Broken or Cracked Panel	0.4	5		1
1068	Broken or Cracked Panel	0.4	5		1
1156	Broken or Cracked Panel	0.4	10		1
1160	Broken or Cracked Panel	0.4	60		1
1212	Broken or Cracked Panel	0.4	15		1
1364	Broken or Cracked Panel	0.4	2		1
111	Heaves/Sunken Panels/Twists	0.4	50		1
129	Heaves/Sunken Panels/Twists	0.4	18		1
458	Heaves/Sunken Panels/Twists	0.4	4		1
697	Heaves/Sunken Panels/Twists	0.4	5		1
699	Heaves/Sunken Panels/Twists	0.4	5		1
860	Heaves/Sunken Panels/Twists	0.4	5		1
1098	Heaves/Sunken Panels/Twists	0.4	12		1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
1100	Heaves/Sunken Panels/Twists	0.4	6		1
1171	Heaves/Sunken Panels/Twists	0.4	5		1
1196	Heaves/Sunken Panels/Twists	0.4	20		1
1271	Heaves/Sunken Panels/Twists	0.4	20		1
377	running slope > 2 percent	0.4	2		1
681	Other	0.5	3	Debris Tree	1
1077	Broken or Cracked Panel	0.5	5		1
21	Broken or Cracked Panel	0.5	15		1
148	Broken or Cracked Panel	0.5	10		1
166	Broken or Cracked Panel	0.5	15		1
343	Broken or Cracked Panel	0.5	5		1
434	Broken or Cracked Panel	0.5	17		1
442	Broken or Cracked Panel	0.5	17		1
538	Broken or Cracked Panel	0.5	36		1
559	Broken or Cracked Panel	0.5	10		1
589	Broken or Cracked Panel	0.5	20		1
766	Broken or Cracked Panel	0.5	5		1
837	Broken or Cracked Panel	0.5	25		1
854	Broken or Cracked Panel	0.5	4.5		1
889	Broken or Cracked Panel	0.5	12		1
999	Broken or Cracked Panel	0.5	10		1
1004	Broken or Cracked Panel	0.5	5		1
1005	Broken or Cracked Panel	0.5	10		1
1048	Broken or Cracked Panel	0.5	5		1
1203	Broken or Cracked Panel	0.5	5		1
1314	Broken or Cracked Panel	0.5	2		1
1353	Broken or Cracked Panel	0.5	2		1
1354	Broken or Cracked Panel	0.5	5		1
36	Heaves/Sunken Panels/Twists	0.5	11		1
78	Heaves/Sunken Panels/Twists	0.5	5		1
204	Heaves/Sunken Panels/Twists	0.5	8		1
225	Heaves/Sunken Panels/Twists	0.5	5		1
253	Heaves/Sunken Panels/Twists	0.5	5		1
300	Heaves/Sunken Panels/Twists	0.5	5		1
448	Heaves/Sunken Panels/Twists	0.5	10		1
455	Heaves/Sunken Panels/Twists	0.5	5		1
639	Heaves/Sunken Panels/Twists	0.5	5		1
648	Heaves/Sunken Panels/Twists	0.5	20		1
786	Heaves/Sunken Panels/Twists	0.5	4.5		1
1025	Heaves/Sunken Panels/Twists	0.5	6		1
1062	Heaves/Sunken Panels/Twists	0.5	5		1
1103	Heaves/Sunken Panels/Twists	0.5	5		1
1199	Heaves/Sunken Panels/Twists	0.5	5		1
1222	Heaves/Sunken Panels/Twists	0.5	10		1
1335	Heaves/Sunken Panels/Twists	0.5	2		1
629	running slope > 2 percent	0.5	16		1
156	Other	0.6	5	Debris Tree	1
520	Heaves/Sunken Panels/Twists	0.6	10		1
176	Broken or Cracked Panel	0.6	27		1
178	Broken or Cracked Panel	0.6	40		1
181	Broken or Cracked Panel	0.6	10		1
360	Broken or Cracked Panel	0.6	11		1
411	Broken or Cracked Panel	0.6	80		1
465	Broken or Cracked Panel	0.6	38		1
826	Broken or Cracked Panel	0.6	62		1
841	Broken or Cracked Panel	0.6	10		1
852	Broken or Cracked Panel	0.6	20		1
1012	Broken or Cracked Panel	0.6	24		1
1090	Broken or Cracked Panel	0.6	15		1



## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
1176	Broken or Cracked Panel	0.6	5		1
1185	Broken or Cracked Panel	0.6	70		1
1237	Broken or Cracked Panel	0.6	10		1
1343	Broken or Cracked Panel	0.6	2		1
44	Heaves/Sunken Panels/Twists	0.6	5		1
48	Heaves/Sunken Panels/Twists	0.6	10		1
99	Heaves/Sunken Panels/Twists	0.6	5		1
123	Heaves/Sunken Panels/Twists	0.6	5		1
189	Heaves/Sunken Panels/Twists	0.6	25		1
195	Heaves/Sunken Panels/Twists	0.6	5		1
197	Heaves/Sunken Panels/Twists	0.6	5		1
342	Heaves/Sunken Panels/Twists	0.6	4		1
460	Heaves/Sunken Panels/Twists	0.6	4		1
669	Heaves/Sunken Panels/Twists	0.6	5		1
695	Heaves/Sunken Panels/Twists	0.6	5		1
825	Heaves/Sunken Panels/Twists	0.6	10		1
851	Heaves/Sunken Panels/Twists	0.6	5		1
961	Heaves/Sunken Panels/Twists	0.6	25		1
971	Heaves/Sunken Panels/Twists	0.6	3		1
986	Heaves/Sunken Panels/Twists	0.6	5		1
1054	Heaves/Sunken Panels/Twists	0.6	7		1
1102	Heaves/Sunken Panels/Twists	0.6	6		1
1124	Heaves/Sunken Panels/Twists	0.6	5		1
1232	Heaves/Sunken Panels/Twists	0.6	5		1
1267	Heaves/Sunken Panels/Twists	0.6	5		1
1268	Heaves/Sunken Panels/Twists	0.6	10		1
1295	Heaves/Sunken Panels/Twists	0.6	6		1
361	Panel Gap Less than 20 ft.	0.6	15		1
173	Other	0.7	20	Debris	1
500	Other	0.7	3	Debris	1
106	Broken or Cracked Panel	0.7	85		1
246	Broken or Cracked Panel	0.7	15		1
248	Broken or Cracked Panel	0.7	15		1
603	Broken or Cracked Panel	0.7	10		1
628	Broken or Cracked Panel	0.7	10		1
667	Broken or Cracked Panel	0.7	20		1
717	Broken or Cracked Panel	0.7	35		1
774	Broken or Cracked Panel	0.7	10		1
807	Broken or Cracked Panel	0.7	4.5		1
890	Broken or Cracked Panel	0.7	6		1
1308	Broken or Cracked Panel	0.7	1		1
1309	Broken or Cracked Panel	0.7	1		1
1350	Broken or Cracked Panel	0.7	2		1
10	Heaves/Sunken Panels/Twists	0.7	5		1
136	Heaves/Sunken Panels/Twists	0.7	4.5		1
475	Heaves/Sunken Panels/Twists	0.7	4		1
546	Heaves/Sunken Panels/Twists	0.7	4		1
643	Heaves/Sunken Panels/Twists	0.7	5		1
827	Heaves/Sunken Panels/Twists	0.7	4.5		1
867	Heaves/Sunken Panels/Twists	0.7	40		1
1264	Heaves/Sunken Panels/Twists	0.7	5		1
1303	Heaves/Sunken Panels/Twists	0.7	12		1
1365	Heaves/Sunken Panels/Twists	0.7	2		1
209	Surface Narrows to Less than 4 ft.	0.7	8		1
973	Heaves/Sunken Panels/Twists	0.8	10	Debris	1
103	Broken or Cracked Panel	0.8	41		1
117	Broken or Cracked Panel	0.8	6		1
354	Broken or Cracked Panel	0.8	15		1
378	Broken or Cracked Panel	0.8	50		1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
435	Broken or Cracked Panel	0.8	5		1
441	Broken or Cracked Panel	0.8	5		1
484	Broken or Cracked Panel	0.8	8		1
879	Broken or Cracked Panel	0.8	13		1
896	Broken or Cracked Panel	0.8	18		1
1055	Broken or Cracked Panel	0.8	17		1
1070	Broken or Cracked Panel	0.8	5		1
1089	Broken or Cracked Panel	0.8	30		1
1106	Broken or Cracked Panel	0.8	5		1
1115	Broken or Cracked Panel	0.8	6		1
1206	Broken or Cracked Panel	0.8	40		1
1248	Broken or Cracked Panel	0.8	5		1
1360	Broken or Cracked Panel	0.8	40		1
33	Heaves/Sunken Panels/Twists	0.8	10		1
251	Heaves/Sunken Panels/Twists	0.8	5		1
268	Heaves/Sunken Panels/Twists	0.8	10		1
474	Heaves/Sunken Panels/Twists	0.8	4		1
508	Heaves/Sunken Panels/Twists	0.8	5		1
701	Heaves/Sunken Panels/Twists	0.8	10		1
708	Heaves/Sunken Panels/Twists	0.8	5		1
733	Heaves/Sunken Panels/Twists	0.8	5		1
761	Heaves/Sunken Panels/Twists	0.8	5		1
940	Heaves/Sunken Panels/Twists	0.8	9		1
956	Heaves/Sunken Panels/Twists	0.8	5		1
1142	Heaves/Sunken Panels/Twists	0.8	10		1
1184	Heaves/Sunken Panels/Twists	0.8	25		1
1338	Heaves/Sunken Panels/Twists	0.8	2		1
440	Surface Narrows to Less than 4 ft.	0.8	5		1
26	Broken or Cracked Panel	0.9	5		1
309	Broken or Cracked Panel	0.9	5		1
341	Broken or Cracked Panel	0.9	15		1
427	Broken or Cracked Panel	0.9	5		1
1036	Broken or Cracked Panel	0.9	24		1
1085	Broken or Cracked Panel	0.9	8		1
1161	Broken or Cracked Panel	0.9	20		1
1266	Broken or Cracked Panel	0.9	12		1
1281	Broken or Cracked Panel	0.9	5		1
1293	Broken or Cracked Panel	0.9	12		1
1344	Broken or Cracked Panel	0.9	6		1
1363	Broken or Cracked Panel	0.9	2		1
27	Heaves/Sunken Panels/Twists	0.9	5		1
358	Heaves/Sunken Panels/Twists	0.9	5		1
371	Heaves/Sunken Panels/Twists	0.9	5		1
537	Heaves/Sunken Panels/Twists	0.9	23		1
596	Heaves/Sunken Panels/Twists	0.9	5		1
700	Heaves/Sunken Panels/Twists	0.9	10		1
856	Heaves/Sunken Panels/Twists	0.9	5		1
936	Heaves/Sunken Panels/Twists	0.9	15		1
1121	Heaves/Sunken Panels/Twists	0.9	10		1
1153	Heaves/Sunken Panels/Twists	0.9	10		1
1284	Heaves/Sunken Panels/Twists	0.9	5		1
71	Surface Narrows to Less than 4 ft.	0.9	10		1
425	Surface Narrows to Less than 4 ft.	0.9	75		1
1129	Surface Narrows to Less than 4 ft.	0.9	10		1
760	Heaves/Sunken Panels/Twists	1	5	Debris	1
1	Broken or Cracked Panel	1	150	Major cracking	1
88	Broken or Cracked Panel	1	45		1
187	Broken or Cracked Panel	1	13		1
527	Broken or Cracked Panel	1	5		1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
531	Broken or Cracked Panel	1	25		1
555	Broken or Cracked Panel	1	48		1
636	Broken or Cracked Panel	1	5		1
683	Broken or Cracked Panel	1	5		1
689	Broken or Cracked Panel	1	20		1
749	Broken or Cracked Panel	1	14		1
830	Broken or Cracked Panel	1	15		1
1193	Broken or Cracked Panel	1	10		1
1226	Broken or Cracked Panel	1	5		1
1234	Broken or Cracked Panel	1	140		1
1285	Broken or Cracked Panel	1	5		1
1315	Broken or Cracked Panel	1	2		1
1347	Broken or Cracked Panel	1	2		1
2	Heaves/Sunken Panels/Twists	1	10		1
295	Heaves/Sunken Panels/Twists	1	15		1
339	Heaves/Sunken Panels/Twists	1	4		1
383	Heaves/Sunken Panels/Twists	1	10		1
577	Heaves/Sunken Panels/Twists	1	15		1
620	Heaves/Sunken Panels/Twists	1	25		1
791	Heaves/Sunken Panels/Twists	1	10		1
866	Heaves/Sunken Panels/Twists	1	5		1
870	Heaves/Sunken Panels/Twists	1	5		1
1056	Heaves/Sunken Panels/Twists	1	4		1
1118	Heaves/Sunken Panels/Twists	1	4		1
1125	Heaves/Sunken Panels/Twists	1	5		1
1221	Heaves/Sunken Panels/Twists	1	10		1
208	Other	1.1	20	Debris	1
240	Other	1.1	10	Debris	1
23	Broken or Cracked Panel	1.1	6		1
89	Broken or Cracked Panel	1.1	3.5		1
210	Broken or Cracked Panel	1.1	18		1
272	Broken or Cracked Panel	1.1	14		1
313	Broken or Cracked Panel	1.1	5		1
400	Broken or Cracked Panel	1.1	8.5		1
415	Broken or Cracked Panel	1.1	1		1
540	Broken or Cracked Panel	1.1	95		1
558	Broken or Cracked Panel	1.1	10		1
621	Broken or Cracked Panel	1.1	10		1
768	Broken or Cracked Panel	1.1	10		1
933	Broken or Cracked Panel	1.1	14		1
968	Broken or Cracked Panel	1.1	20		1
1001	Broken or Cracked Panel	1.1	21		1
1088	Broken or Cracked Panel	1.1	10		1
1091	Broken or Cracked Panel	1.1	25		1
1158	Broken or Cracked Panel	1.1	15		1
1168	Broken or Cracked Panel	1.1	5		1
1175	Broken or Cracked Panel	1.1	10		1
1229	Broken or Cracked Panel	1.1	10		1
1257	Broken or Cracked Panel	1.1	5		1
1313	Broken or Cracked Panel	1.1	2		1
1356	Broken or Cracked Panel	1.1	4		1
153	Heaves/Sunken Panels/Twists	1.1	5		1
216	Heaves/Sunken Panels/Twists	1.1	5		1
369	Heaves/Sunken Panels/Twists	1.1	10		1
461	Heaves/Sunken Panels/Twists	1.1	4		1
556	Heaves/Sunken Panels/Twists	1.1	5		1
583	Heaves/Sunken Panels/Twists	1.1	5		1
584	Heaves/Sunken Panels/Twists	1.1	10		1
625	Heaves/Sunken Panels/Twists	1.1	10		1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
762	Heaves/Sunken Panels/Twists	1.1	5		1
770	Heaves/Sunken Panels/Twists	1.1	5		1
863	Heaves/Sunken Panels/Twists	1.1	5		1
872	Heaves/Sunken Panels/Twists	1.1	5		1
1087	Heaves/Sunken Panels/Twists	1.1	5		1
1104	Heaves/Sunken Panels/Twists	1.1	5		1
1208	Heaves/Sunken Panels/Twists	1.1	5		1
1209	Heaves/Sunken Panels/Twists	1.1	5		1
363	Panel Gap Less than 20 ft.	1.1	4		1
82	running slope > 2 percent	1.1	8		1
1081	Surface Narrows to Less than 4 ft.	1.1	20		1
1337	Bridge Expansion Joint	1.2	2		1
234	Broken or Cracked Panel	1.2	9		1
241	Broken or Cracked Panel	1.2	4		1
348	Broken or Cracked Panel	1.2	40		1
373	Broken or Cracked Panel	1.2	8		1
517	Broken or Cracked Panel	1.2	12		1
524	Broken or Cracked Panel	1.2	20		1
557	Broken or Cracked Panel	1.2	10		1
581	Broken or Cracked Panel	1.2	45		1
734	Broken or Cracked Panel	1.2	5		1
743	Broken or Cracked Panel	1.2	10		1
848	Broken or Cracked Panel	1.2	5		1
850	Broken or Cracked Panel	1.2	15		1
897	Broken or Cracked Panel	1.2	6		1
910	Broken or Cracked Panel	1.2	18		1
991	Broken or Cracked Panel	1.2	5		1
1086	Broken or Cracked Panel	1.2	16		1
1101	Broken or Cracked Panel	1.2	6		1
1191	Broken or Cracked Panel	1.2	15		1
1202	Broken or Cracked Panel	1.2	10		1
1223	Broken or Cracked Panel	1.2	20		1
1298	Broken or Cracked Panel	1.2	24		1
1311	Broken or Cracked Panel	1.2	2		1
1323	Broken or Cracked Panel	1.2	2		1
1328	Broken or Cracked Panel	1.2	2		1
40	Heaves/Sunken Panels/Twists	1.2	5		1
46	Heaves/Sunken Panels/Twists	1.2	5		1
65	Heaves/Sunken Panels/Twists	1.2	5		1
116	Heaves/Sunken Panels/Twists	1.2	5		1
229	Heaves/Sunken Panels/Twists	1.2	10		1
233	Heaves/Sunken Panels/Twists	1.2	8		1
255	Heaves/Sunken Panels/Twists	1.2	48		1
332	Heaves/Sunken Panels/Twists	1.2	4		1
464	Heaves/Sunken Panels/Twists	1.2	4		1
772	Heaves/Sunken Panels/Twists	1.2	11		1
979	Heaves/Sunken Panels/Twists	1.2	10		1
1047	Heaves/Sunken Panels/Twists	1.2	4.5		1
1053	Heaves/Sunken Panels/Twists	1.2	5		1
230	Panel Gap Less than 20 ft.	1.2	13		1
705	Surface Narrows to Less than 4 ft.	1.2	62		1
1065	Surface Narrows to Less than 4 ft.	1.2	145		1
751	Heaves/Sunken Panels/Twists	1.3	10	Debris Debris Tree	1
304	Other	1.3	12		1
1272	Broken or Cracked Panel	1.3	5		1
22	Broken or Cracked Panel	1.3	20		1
79	Broken or Cracked Panel	1.3	74		1
95	Broken or Cracked Panel	1.3	73		1
242	Broken or Cracked Panel	1.3	76		1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
281	Broken or Cracked Panel	1.3	30		1
322	Broken or Cracked Panel	1.3	40		1
351	Broken or Cracked Panel	1.3	15		1
607	Broken or Cracked Panel	1.3	40		1
613	Broken or Cracked Panel	1.3	20		1
622	Broken or Cracked Panel	1.3	5		1
777	Broken or Cracked Panel	1.3	9		1
990	Broken or Cracked Panel	1.3	5		1
1258	Broken or Cracked Panel	1.3	30		1
1346	Broken or Cracked Panel	1.3	2		1
32	Heaves/Sunken Panels/Twists	1.3	5		1
130	Heaves/Sunken Panels/Twists	1.3	4.5		1
286	Heaves/Sunken Panels/Twists	1.3	5		1
402	Heaves/Sunken Panels/Twists	1.3	8		1
430	Heaves/Sunken Panels/Twists	1.3	5		1
502	Heaves/Sunken Panels/Twists	1.3	5		1
528	Heaves/Sunken Panels/Twists	1.3	5		1
553	Heaves/Sunken Panels/Twists	1.3	5		1
564	Heaves/Sunken Panels/Twists	1.3	15		1
677	Heaves/Sunken Panels/Twists	1.3	10		1
792	Heaves/Sunken Panels/Twists	1.3	9		1
838	Heaves/Sunken Panels/Twists	1.3	5		1
847	Heaves/Sunken Panels/Twists	1.3	10		1
972	Heaves/Sunken Panels/Twists	1.3	8		1
987	Heaves/Sunken Panels/Twists	1.3	5		1
1061	Heaves/Sunken Panels/Twists	1.3	5		1
1063	Heaves/Sunken Panels/Twists	1.3	5		1
1152	Heaves/Sunken Panels/Twists	1.3	5		1
1213	Heaves/Sunken Panels/Twists	1.3	5		1
1283	Heaves/Sunken Panels/Twists	1.3	5		1
182	Other	1.4	12	Debris	1
338	Other	1.4	20	Debris	1
223	Broken or Cracked Panel	1.4	14		1
256	Broken or Cracked Panel	1.4	77		1
611	Broken or Cracked Panel	1.4	15		1
878	Broken or Cracked Panel	1.4	30		1
902	Broken or Cracked Panel	1.4	10		1
996	Broken or Cracked Panel	1.4	10		1
1105	Broken or Cracked Panel	1.4	5		1
1116	Broken or Cracked Panel	1.4	12		1
1282	Broken or Cracked Panel	1.4	20		1
1339	Broken or Cracked Panel	1.4	2		1
1351	Broken or Cracked Panel	1.4	2		1
105	Heaves/Sunken Panels/Twists	1.4	25		1
254	Heaves/Sunken Panels/Twists	1.4	15		1
395	Heaves/Sunken Panels/Twists	1.4	9		1
433	Heaves/Sunken Panels/Twists	1.4	5		1
600	Heaves/Sunken Panels/Twists	1.4	5		1
797	Heaves/Sunken Panels/Twists	1.4	12		1
836	Heaves/Sunken Panels/Twists	1.4	4		1
865	Heaves/Sunken Panels/Twists	1.4	4		1
1095	Heaves/Sunken Panels/Twists	1.4	5		1
1216	Heaves/Sunken Panels/Twists	1.4	5		1
102	Panel Gap Less than 20 ft.	1.4	5		1
486	Other	1.5	1	Curb stop	1
349	Other	1.5	3	Debris	1
499	Other	1.5	5	Standing water	1
505	Other	1.5	5	Standing water	1
16	Broken or Cracked Panel	1.5	15		1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
142	Broken or Cracked Panel	1.5	33		1
185	Broken or Cracked Panel	1.5	5		1
207	Broken or Cracked Panel	1.5	30		1
218	Broken or Cracked Panel	1.5	32		1
329	Broken or Cracked Panel	1.5	20		1
416	Broken or Cracked Panel	1.5	22		1
523	Broken or Cracked Panel	1.5	10		1
612	Broken or Cracked Panel	1.5	5		1
725	Broken or Cracked Panel	1.5	50		1
790	Broken or Cracked Panel	1.5	30		1
869	Broken or Cracked Panel	1.5	15		1
884	Broken or Cracked Panel	1.5	12		1
885	Broken or Cracked Panel	1.5	6		1
888	Broken or Cracked Panel	1.5	12		1
949	Broken or Cracked Panel	1.5	5		1
1044	Broken or Cracked Panel	1.5	4		1
1205	Broken or Cracked Panel	1.5	90		1
1310	Broken or Cracked Panel	1.5	1		1
1321	Broken or Cracked Panel	1.5	2		1
11	Heaves/Sunken Panels/Twists	1.5	5		1
39	Heaves/Sunken Panels/Twists	1.5	10		1
85	Heaves/Sunken Panels/Twists	1.5	5		1
107	Heaves/Sunken Panels/Twists	1.5	5		1
118	Heaves/Sunken Panels/Twists	1.5	10		1
120	Heaves/Sunken Panels/Twists	1.5	15		1
180	Heaves/Sunken Panels/Twists	1.5	5		1
213	Heaves/Sunken Panels/Twists	1.5	4		1
215	Heaves/Sunken Panels/Twists	1.5	9		1
293	Heaves/Sunken Panels/Twists	1.5	10		1
432	Heaves/Sunken Panels/Twists	1.5	5		1
550	Heaves/Sunken Panels/Twists	1.5	26		1
568	Heaves/Sunken Panels/Twists	1.5	20		1
634	Heaves/Sunken Panels/Twists	1.5	5		1
645	Heaves/Sunken Panels/Twists	1.5	5		1
682	Heaves/Sunken Panels/Twists	1.5	5		1
688	Heaves/Sunken Panels/Twists	1.5	5		1
784	Heaves/Sunken Panels/Twists	1.5	5		1
219	Panel Gap Less than 20 ft.	1.5	15		1
1060	Surface Narrows to Less than 4 ft.	1.5	100		1
487	Tree Roots	1.5	3		1
174	Other	1.6	20	Debris weeds between panels	1
735	Other	1.6	85		1
199	Broken or Cracked Panel	1.6	20		1
356	Broken or Cracked Panel	1.6	4		1
530	Broken or Cracked Panel	1.6	5		1
610	Broken or Cracked Panel	1.6	30		1
640	Broken or Cracked Panel	1.6	10		1
647	Broken or Cracked Panel	1.6	15		1
810	Broken or Cracked Panel	1.6	10		1
911	Broken or Cracked Panel	1.6	36		1
1134	Broken or Cracked Panel	1.6	15		1
1155	Broken or Cracked Panel	1.6	5		1
1312	Broken or Cracked Panel	1.6	2		1
41	Heaves/Sunken Panels/Twists	1.6	8		1
135	Heaves/Sunken Panels/Twists	1.6	10		1
471	Heaves/Sunken Panels/Twists	1.6	5		1
476	Heaves/Sunken Panels/Twists	1.6	12		1
485	Heaves/Sunken Panels/Twists	1.6	4		1
578	Heaves/Sunken Panels/Twists	1.6	5		1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
597	Heaves/Sunken Panels/Twists	1.6	10		1
773	Heaves/Sunken Panels/Twists	1.6	15		1
861	Heaves/Sunken Panels/Twists	1.6	9		1
974	Heaves/Sunken Panels/Twists	1.6	5		1
1150	Heaves/Sunken Panels/Twists	1.6	5		1
1214	Heaves/Sunken Panels/Twists	1.6	5		1
1289	Heaves/Sunken Panels/Twists	1.6	10		1
252	Other	1.7	10	Debris Standing water Tree	1
481	Other	1.7	8		1
653	Broken or Cracked Panel	1.7	10		1
17	Broken or Cracked Panel	1.7	20		1
108	Broken or Cracked Panel	1.7	41		1
127	Broken or Cracked Panel	1.7	5		1
168	Broken or Cracked Panel	1.7	25		1
423	Broken or Cracked Panel	1.7	20		1
562	Broken or Cracked Panel	1.7	5		1
582	Broken or Cracked Panel	1.7	100		1
710	Broken or Cracked Panel	1.7	20		1
727	Broken or Cracked Panel	1.7	100		1
805	Broken or Cracked Panel	1.7	5		1
57	Heaves/Sunken Panels/Twists	1.7	5		1
58	Heaves/Sunken Panels/Twists	1.7	11		1
133	Heaves/Sunken Panels/Twists	1.7	4		1
183	Heaves/Sunken Panels/Twists	1.7	5		1
270	Heaves/Sunken Panels/Twists	1.7	10		1
535	Heaves/Sunken Panels/Twists	1.7	4		1
606	Heaves/Sunken Panels/Twists	1.7	5		1
763	Heaves/Sunken Panels/Twists	1.7	5		1
1050	Heaves/Sunken Panels/Twists	1.7	5		1
813	Other	1.8	5	Landscaping Standing water Standing water Tree Weeds between panels	1
491	Other	1.8	20		1
503	Other	1.8	5		1
970	Heaves/Sunken Panels/Twists	1.8	10		1
839	Other	1.8	95		1
18	Broken or Cracked Panel	1.8	15		1
191	Broken or Cracked Panel	1.8	19		1
217	Broken or Cracked Panel	1.8	5		1
306	Broken or Cracked Panel	1.8	44		1
317	Broken or Cracked Panel	1.8	56		1
357	Broken or Cracked Panel	1.8	4.5		1
624	Broken or Cracked Panel	1.8	25		1
627	Broken or Cracked Panel	1.8	10		1
1099	Broken or Cracked Panel	1.8	6		1
1247	Broken or Cracked Panel	1.8	10		1
1349	Broken or Cracked Panel	1.8	2		1
35	Heaves/Sunken Panels/Twists	1.8	5		1
212	Heaves/Sunken Panels/Twists	1.8	5		1
393	Heaves/Sunken Panels/Twists	1.8	16		1
397	Heaves/Sunken Panels/Twists	1.8	8		1
449	Heaves/Sunken Panels/Twists	1.8	5		1
490	Heaves/Sunken Panels/Twists	1.8	5		1
809	Heaves/Sunken Panels/Twists	1.8	5		1
960	Heaves/Sunken Panels/Twists	1.8	15		1
1126	Heaves/Sunken Panels/Twists	1.8	5		1
1128	Heaves/Sunken Panels/Twists	1.8	6		1
1132	Heaves/Sunken Panels/Twists	1.8	10		1
1154	Heaves/Sunken Panels/Twists	1.8	5		1
895	Surface Narrows to Less than 4 ft.	1.8	130		1
345	Other	1.9	5	Standing water	1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
713	Broken or Cracked Panel	1.9	5		1
881	Broken or Cracked Panel	1.9	10		1
945	Broken or Cracked Panel	1.9	40		1
1015	Broken or Cracked Panel	1.9	6		1
1067	Broken or Cracked Panel	1.9	15		1
1069	Broken or Cracked Panel	1.9	15		1
1119	Broken or Cracked Panel	1.9	15		1
1320	Broken or Cracked Panel	1.9	2		1
45	Heaves/Sunken Panels/Twists	1.9	0.5		1
276	Heaves/Sunken Panels/Twists	1.9	15		1
742	Heaves/Sunken Panels/Twists	1.9	5		1
967	Heaves/Sunken Panels/Twists	1.9	10		1
984	Heaves/Sunken Panels/Twists	1.9	3		1
1038	Heaves/Sunken Panels/Twists	1.9	10		1
1046	Heaves/Sunken Panels/Twists	1.9	4.5		1
1167	Heaves/Sunken Panels/Twists	1.9	5		1
150	Panel Gap Less than 20 ft.	1.9	5		1
167	Other	2	15		1
337	excessive cross slope	2	17		1
632	Heaves/Sunken Panels/Twists	2	8		1
983	Broken or Cracked Panel	2	5		1
25	Broken or Cracked Panel	2	25		1
165	Broken or Cracked Panel	2	15		1
456	Broken or Cracked Panel	2	13		1
478	Broken or Cracked Panel	2	4		1
534	Broken or Cracked Panel	2	4		1
716	Broken or Cracked Panel	2	38		1
732	Broken or Cracked Panel	2	15		1
795	Broken or Cracked Panel	2	5		1
808	Broken or Cracked Panel	2	18		1
985	Broken or Cracked Panel	2	40		1
1207	Broken or Cracked Panel	2	100		1
1319	Broken or Cracked Panel	2	2		1
1322	Broken or Cracked Panel	2	2		1
1326	Broken or Cracked Panel	2	2		1
1330	Broken or Cracked Panel	2	2		1
1333	Broken or Cracked Panel	2	2		1
55	Heaves/Sunken Panels/Twists	2	5		1
314	Heaves/Sunken Panels/Twists	2	6		1
666	Heaves/Sunken Panels/Twists	2	10		1
703	Heaves/Sunken Panels/Twists	2	6		1
964	Heaves/Sunken Panels/Twists	2	10		1
981	Heaves/Sunken Panels/Twists	2	5		1
993	Heaves/Sunken Panels/Twists	2	10		1
1096	Heaves/Sunken Panels/Twists	2	12		1
1187	Heaves/Sunken Panels/Twists	2	5		1
670	Panel Gap Less than 20 ft.	2	60		1
1186	Surface Narrows to Less than 4 ft.	2	175		1
1072	Other		30		1
143	Other		8		1
903	Other				1
908	Other				1
909	Other				1
905	Other				1
1144	Other				1
1145	Other				1
1146	Other				1
1147	Other				1
1149	Other				1



## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
382	Other		15	Debris	1
466	Other		3	Debris	1
573	Other		5	Debris	1
685	Other		10	Debris	1
740	Other		10	Debris	1
799	Other		7	Debris	1
828	Other		10	Debris	1
844	Other		7	Debris	1
907	Other		15	Debris	1
930	Other		20	Debris	1
931	Other		5	Debris	1
976	Other		30	Debris	1
1122	Other		3	Debris	1
1123	Other		10	Debris	1
1170	Other			Debris	1
1173	Other		10	Debris	1
1182	Other			Debris	1
1259	Other		20	Debris	1
1317	Other		15	Debris	1
1341	Other		2	Debris	1
159	Other		4	Rock pile	1
586	Other		5	Satellite	1
719	Other		30	Sharp turn	1
76	Other		5	Shrub	1
175	Other		10	Shrub	1
822	Other		15	shrub	1
642	Other		50	Shrubs	1
880	Other		15	Shrubs	1
849	Other		3	Stairs	1
958	Other		4	Stairs	1
1074	Other			Stairs	1
723	Other		25	Standing water	1
724	Other		10	Standing water	1
1073	Other			Steps	1
1163	Other			Sump	1
547	Other		12	Sump pump	1
569	Other		3	Sump pump	1
574	Other		4	Sump pump	1
690	Other		1	Sump pump	1
815	Other			Sump pump	1
820	Other			Sump pump	1
832	Other			Sump pump	1
915	Other			Sump pump	1
918	Other			Sump pump	1
31	Other		15	Tree	1
47	Other		20	Tree	1
63	Other		30	Tree	1
70	Other		5	Tree	1
77	Other		20	Tree	1
81	Other		10	Tree	1
87	Other		5	Tree	1
101	Other		10	Tree	1
122	Other		10	Tree	1
155	Other		5	Tree	1
162	Other		5	Tree	1
163	Other		20	Tree	1
193	Other		5	Tree	1
206	Other		20	Tree	1
211	Other		20	Tree	1

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
227	Other		10	Tree	1
236	Other		5	Tree	1
307	Other		5	Tree	1
324	Other		5	Tree	1
333	Other		5	Tree	1
334	Other		5	Tree	1
335	Other		10	Tree	1
353	Other		20	Tree	1
375	Other		5	Tree	1
396	Other		5	Tree	1
419	Other		15	Tree	1
446	Other		5	Tree	1
450	Other		5	Tree	1
473	Other		10	Tree	1
477	Other		5	Tree	1
506	Other		5	Tree	1
507	Other		5	Tree	1
510	Other		5	Tree	1
513	Other		5	Tree	1
514	Other		5	Tree	1
519	Other		5	Tree	1
552	Other		10	Tree	1
563	Other		5	Tree	1
608	Other		15	Tree	1
678	Other		5	Tree	1
718	Other		10	Tree	1
741	Other		5	Tree	1
785	Other		5	Tree	1
804	Other		15	Tree	1
816	Other		5	Tree	1
818	Other		10	Tree	1
846	Other		5	Tree	1
1045	Other		5	Tree	1
1071	Other		5	Tree	1
1076	Other		5	Tree	1
1297	Other		15	Tree	1
1299	Other		5	Tree	1
811	Other		10	Tree, debris	1
1255	Other			Unclear transition	1
265	Other		8	Vehicle	1
680	Other		8	Vehicle	1
803	Other		8	Vehicle	1
842	Other		8	Vehicle	1
855	Other		8	Vehicle	1
857	Other		8	Vehicle	1
287	Other			Grate	1
292	Broken or Cracked Panel	2.1	4	Standing water	2
74	Broken or Cracked Panel	2.1	25		2
157	Broken or Cracked Panel	2.1	5		2
200	Broken or Cracked Panel	2.1	72		2
201	Broken or Cracked Panel	2.1	65		2
279	Broken or Cracked Panel	2.1	75		2
297	Broken or Cracked Panel	2.1	40		2
409	Broken or Cracked Panel	2.1	5		2
726	Broken or Cracked Panel	2.1	30		2
796	Broken or Cracked Panel	2.1	5		2
834	Broken or Cracked Panel	2.1	32		2
1007	Broken or Cracked Panel	2.1	8		2
1114	Broken or Cracked Panel	2.1	10		2

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
1249	Broken or Cracked Panel	2.1	18		2
1329	Broken or Cracked Panel	2.1	2		2
1359	Broken or Cracked Panel	2.1	3		2
34	Heaves/Sunken Panels/Twists	2.1	5		2
141	Heaves/Sunken Panels/Twists	2.1	9		2
144	Heaves/Sunken Panels/Twists	2.1	5		2
169	Heaves/Sunken Panels/Twists	2.1	5		2
282	Heaves/Sunken Panels/Twists	2.1	5		2
288	Heaves/Sunken Panels/Twists	2.1	5		2
294	Heaves/Sunken Panels/Twists	2.1	10		2
428	Heaves/Sunken Panels/Twists	2.1	5		2
588	Heaves/Sunken Panels/Twists	2.1	5		2
747	Heaves/Sunken Panels/Twists	2.1	4		2
1183	Heaves/Sunken Panels/Twists	2.1	10		2
1224	Heaves/Sunken Panels/Twists	2.1	5		2
1233	Heaves/Sunken Panels/Twists	2.1	10		2
1243	Heaves/Sunken Panels/Twists	2.1	5		2
277	Panel Gap Less than 20 ft.	2.1	9		2
587	Broken or Cracked Panel	2.2	16	Debris	2
72	Broken or Cracked Panel	2.2	10		2
459	Broken or Cracked Panel	2.2	4		2
479	Broken or Cracked Panel	2.2	4		2
529	Broken or Cracked Panel	2.2	28		2
658	Broken or Cracked Panel	2.2	5		2
660	Broken or Cracked Panel	2.2	5		2
738	Broken or Cracked Panel	2.2	25		2
752	Broken or Cracked Panel	2.2	30		2
868	Broken or Cracked Panel	2.2	90		2
1292	Broken or Cracked Panel	2.2	30		2
1304	Broken or Cracked Panel	2.2	40		2
1324	Broken or Cracked Panel	2.2	2		2
50	Heaves/Sunken Panels/Twists	2.2	5		2
221	Heaves/Sunken Panels/Twists	2.2	3.5		2
403	Heaves/Sunken Panels/Twists	2.2	4		2
592	Heaves/Sunken Panels/Twists	2.2	5		2
692	Heaves/Sunken Panels/Twists	2.2	5		2
835	Heaves/Sunken Panels/Twists	2.2	10		2
96	running slope > 2 percent	2.2	10		2
323	running slope > 2 percent	2.2	12		2
891	Surface Narrows to Less than 4 ft.	2.2	70		2
301	Other	2.3	5	Standing water	2
24	Broken or Cracked Panel	2.3	23		2
92	Broken or Cracked Panel	2.3	5		2
257	Broken or Cracked Panel	2.3	30		2
258	Broken or Cracked Panel	2.3	25		2
443	Broken or Cracked Panel	2.3	30		2
651	Broken or Cracked Panel	2.3	4		2
662	Broken or Cracked Panel	2.3	20		2
806	Broken or Cracked Panel	2.3	10		2
876	Broken or Cracked Panel	2.3	35		2
882	Broken or Cracked Panel	2.3	45		2
1023	Broken or Cracked Panel	2.3	72		2
1057	Broken or Cracked Panel	2.3	5		2
1097	Broken or Cracked Panel	2.3	6		2
1245	Broken or Cracked Panel	2.3	15		2
1256	Broken or Cracked Panel	2.3	5		2
1276	Broken or Cracked Panel	2.3	6		2
1366	Broken or Cracked Panel	2.3	2		2
42	Heaves/Sunken Panels/Twists	2.3	15		2

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
188	Heaves/Sunken Panels/Twists	2.3	10		2
544	Heaves/Sunken Panels/Twists	2.3	4		2
554	Heaves/Sunken Panels/Twists	2.3	15		2
591	Heaves/Sunken Panels/Twists	2.3	20		2
693	Heaves/Sunken Panels/Twists	2.3	15		2
746	Heaves/Sunken Panels/Twists	2.3	3.5		2
829	Heaves/Sunken Panels/Twists	2.3	10		2
932	Heaves/Sunken Panels/Twists	2.3	5		2
944	Heaves/Sunken Panels/Twists	2.3	14		2
955	Heaves/Sunken Panels/Twists	2.3	5		2
1064	Heaves/Sunken Panels/Twists	2.3	5		2
1084	Heaves/Sunken Panels/Twists	2.3	6.5		2
1093	Heaves/Sunken Panels/Twists	2.3	5		2
1130	Heaves/Sunken Panels/Twists	2.3	10		2
1178	Heaves/Sunken Panels/Twists	2.3	10		2
1210	Heaves/Sunken Panels/Twists	2.3	5		2
1225	Heaves/Sunken Panels/Twists	2.3	5		2
759	Heaves/Sunken Panels/Twists	2.4	6	Debris	2
243	Broken or Cracked Panel	2.4	10		2
372	Broken or Cracked Panel	2.4	11.5		2
626	Broken or Cracked Panel	2.4	15		2
691	Broken or Cracked Panel	2.4	5		2
757	Broken or Cracked Panel	2.4	10		2
779	Broken or Cracked Panel	2.4	13		2
793	Broken or Cracked Panel	2.4	23		2
928	Broken or Cracked Panel	2.4	5		2
1316	Broken or Cracked Panel	2.4	2		2
43	Heaves/Sunken Panels/Twists	2.4	15		2
131	Heaves/Sunken Panels/Twists	2.4	14		2
203	Heaves/Sunken Panels/Twists	2.4	9		2
232	Heaves/Sunken Panels/Twists	2.4	24		2
316	Heaves/Sunken Panels/Twists	2.4	5		2
401	Heaves/Sunken Panels/Twists	2.4	8		2
526	Heaves/Sunken Panels/Twists	2.4	5		2
551	Heaves/Sunken Panels/Twists	2.4	10		2
1179	Heaves/Sunken Panels/Twists	2.4	15		2
1215	Heaves/Sunken Panels/Twists	2.4	10		2
1286	Heaves/Sunken Panels/Twists	2.4	5		2
978	Other	2.5	25	Debris	2
840	Heaves/Sunken Panels/Twists	2.5	5	Tree	2
420	Broken or Cracked Panel	2.5	25		2
706	Broken or Cracked Panel	2.5	32		2
780	Broken or Cracked Panel	2.5	28		2
788	Broken or Cracked Panel	2.5	5		2
1296	Broken or Cracked Panel	2.5	70		2
14	Heaves/Sunken Panels/Twists	2.5	10		2
284	Heaves/Sunken Panels/Twists	2.5	11		2
391	Heaves/Sunken Panels/Twists	2.5	8		2
602	Heaves/Sunken Panels/Twists	2.5	5		2
668	Heaves/Sunken Panels/Twists	2.5	10		2
698	Heaves/Sunken Panels/Twists	2.5	5		2
720	Heaves/Sunken Panels/Twists	2.5	15		2
1278	Heaves/Sunken Panels/Twists	2.5	11		2
139	running slope > 2 percent	2.5	10		2
492	Other	2.6	10	Standing water	2
83	Broken or Cracked Panel	2.6	15		2
714	Broken or Cracked Panel	2.6	11		2
1238	Broken or Cracked Panel	2.6	25		2
1239	Broken or Cracked Panel	2.6	5		2

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
1325	Broken or Cracked Panel	2.6	2		2
1058	excessive cross slope	2.6	20		2
1294	excessive cross slope	2.6	18		2
51	Heaves/Sunken Panels/Twists	2.6	10		2
231	Heaves/Sunken Panels/Twists	2.6	16		2
262	Heaves/Sunken Panels/Twists	2.6	10		2
340	Heaves/Sunken Panels/Twists	2.6	4		2
469	Heaves/Sunken Panels/Twists	2.6	4		2
567	Heaves/Sunken Panels/Twists	2.6	15		2
800	Heaves/Sunken Panels/Twists	2.6	5		2
831	Heaves/Sunken Panels/Twists	2.6	5		2
1228	Heaves/Sunken Panels/Twists	2.6	10		2
943	Heaves/Sunken Panels/Twists	2.7	9	Debris	2
1172	Other	2.7	15	Debris	2
49	running slope > 2 percent	2.7	10	Standing water	2
154	Heaves/Sunken Panels/Twists	2.7	14	Tree	2
385	Heaves/Sunken Panels/Twists	2.7	5	Tree	2
368	Broken or Cracked Panel	2.7	10		2
789	Broken or Cracked Panel	2.7	14		2
874	Broken or Cracked Panel	2.7	100		2
913	Broken or Cracked Panel	2.7	100		2
953	Broken or Cracked Panel	2.7	10		2
1307	Broken or Cracked Panel	2.7	1		2
1348	Broken or Cracked Panel	2.7	3		2
1020	excessive cross slope	2.7	165		2
160	Heaves/Sunken Panels/Twists	2.7	5		2
192	Heaves/Sunken Panels/Twists	2.7	10		2
220	Heaves/Sunken Panels/Twists	2.7	6		2
239	Heaves/Sunken Panels/Twists	2.7	5		2
539	Heaves/Sunken Panels/Twists	2.7	10		2
616	Heaves/Sunken Panels/Twists	2.7	15		2
630	Heaves/Sunken Panels/Twists	2.7	5		2
729	Heaves/Sunken Panels/Twists	2.7	5		2
894	Heaves/Sunken Panels/Twists	2.7	12		2
939	Heaves/Sunken Panels/Twists	2.7	5		2
942	Heaves/Sunken Panels/Twists	2.7	18		2
1024	Heaves/Sunken Panels/Twists	2.7	6		2
1138	Heaves/Sunken Panels/Twists	2.7	30		2
305	Other	2.8	36	Debris	2
331	Heaves/Sunken Panels/Twists	2.8	8	Standing water	2
80	Broken or Cracked Panel	2.8	5		2
927	Broken or Cracked Panel	2.8	10		2
1279	Broken or Cracked Panel	2.8	10		2
1306	Broken or Cracked Panel	2.8	24		2
1041	excessive cross slope	2.8	9		2
1275	excessive cross slope	2.8	10		2
97	Heaves/Sunken Panels/Twists	2.8	10		2
113	Heaves/Sunken Panels/Twists	2.8	4.5		2
280	Heaves/Sunken Panels/Twists	2.8	20		2
366	Heaves/Sunken Panels/Twists	2.8	5		2
386	Heaves/Sunken Panels/Twists	2.8	10		2
754	Heaves/Sunken Panels/Twists	2.8	10		2
1139	Heaves/Sunken Panels/Twists	2.8	5		2
1079	running slope > 2 percent	2.8	4		2
1137	running slope > 2 percent	2.8	5		2
737	Broken or Cracked Panel	2.9	5		2
1014	Broken or Cracked Panel	2.9	8		2
1362	Broken or Cracked Panel	2.9	2		2
1300	excessive cross slope	2.9	24		2

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
311	Heaves/Sunken Panels/Twists	2.9	25		2
1242	Heaves/Sunken Panels/Twists	2.9	10		2
19	running slope > 2 percent	2.9	24		2
7	Heaves/Sunken Panels/Twists	3	285	Potting, cracking, excessive crossslope	2
275	excessive cross slope	3	20	Standing water	2
128	Broken or Cracked Panel	3	5		2
344	Broken or Cracked Panel	3	4		2
712	Broken or Cracked Panel	3	100		2
923	Broken or Cracked Panel	3	15		2
1240	Broken or Cracked Panel	3	10		2
1331	Broken or Cracked Panel	3	2		2
1345	Broken or Cracked Panel	3	2		2
1361	Broken or Cracked Panel	3	2		2
164	excessive cross slope	3	20		2
1006	excessive cross slope	3	92		2
1037	excessive cross slope	3	26		2
1280	excessive cross slope	3	30		2
161	Heaves/Sunken Panels/Twists	3	14		2
512	Heaves/Sunken Panels/Twists	3	10		2
515	Heaves/Sunken Panels/Twists	3	11		2
661	Heaves/Sunken Panels/Twists	3	10		2
823	Heaves/Sunken Panels/Twists	3	5.5		2
901	Heaves/Sunken Panels/Twists	3	5		2
1059	Heaves/Sunken Panels/Twists	3	45		2
1198	Heaves/Sunken Panels/Twists	3	10		2
1235	Heaves/Sunken Panels/Twists	3	10		2
715	Panel Gap Less than 20 ft.	3	28		2
29	running slope > 2 percent	3	23		2
54	Broken or Cracked Panel	3.1	41		3
75	Broken or Cracked Panel	3.1	32		3
549	Broken or Cracked Panel	3.1	44		3
782	Broken or Cracked Panel	3.1	24		3
950	Broken or Cracked Panel	3.1	5		3
1022	Broken or Cracked Panel	3.1	6		3
1318	Broken or Cracked Panel	3.1	2		3
1342	Broken or Cracked Panel	3.1	2		3
504	excessive cross slope	3.1	12		3
696	excessive cross slope	3.1	40		3
951	excessive cross slope	3.1	10		3
1127	excessive cross slope	3.1	5		3
124	Heaves/Sunken Panels/Twists	3.1	4		3
126	Heaves/Sunken Panels/Twists	3.1	5		3
390	Heaves/Sunken Panels/Twists	3.1	8		3
454	Heaves/Sunken Panels/Twists	3.1	5		3
536	Heaves/Sunken Panels/Twists	3.1	28		3
646	Heaves/Sunken Panels/Twists	3.1	5		3
263	Panel Gap Less than 20 ft.	3.1	26		3
61	Other	3.2	12	Stairs	3
109	Broken or Cracked Panel	3.2	15		3
413	Broken or Cracked Panel	3.2	67		3
516	Broken or Cracked Panel	3.2	4		3
702	Broken or Cracked Panel	3.2	20		3
775	Broken or Cracked Panel	3.2	41		3
873	Broken or Cracked Panel	3.2	10		3
952	Broken or Cracked Panel	3.2	15		3
1332	Broken or Cracked Panel	3.2	20		3
196	excessive cross slope	3.2	15		3
489	excessive cross slope	3.2	15		3
12	Heaves/Sunken Panels/Twists	3.2	40		3

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
52	Heaves/Sunken Panels/Twists	3.2	11.5		3
140	Heaves/Sunken Panels/Twists	3.2	14.5		3
147	Heaves/Sunken Panels/Twists	3.2	18		3
273	Heaves/Sunken Panels/Twists	3.2	70		3
285	Heaves/Sunken Panels/Twists	3.2	10		3
429	Heaves/Sunken Panels/Twists	3.2	5		3
595	Heaves/Sunken Panels/Twists	3.2	25		3
599	Heaves/Sunken Panels/Twists	3.2	10		3
686	Heaves/Sunken Panels/Twists	3.2	10		3
776	Heaves/Sunken Panels/Twists	3.2	6		3
819	Heaves/Sunken Panels/Twists	3.2	6		3
1133	Heaves/Sunken Panels/Twists	3.2	10		3
1181	Heaves/Sunken Panels/Twists	3.2	10		3
151	running slope > 2 percent	3.2	15		3
665	Broken or Cracked Panel	3.3	10	Standing water	3
261	Broken or Cracked Panel	3.3	68		3
637	Broken or Cracked Panel	3.3	10		3
1117	Broken or Cracked Panel	3.3	24		3
1246	Broken or Cracked Panel	3.3	10		3
1261	Broken or Cracked Panel	3.3	25		3
1262	Broken or Cracked Panel	3.3	25		3
1327	Broken or Cracked Panel	3.3	2		3
1334	Broken or Cracked Panel	3.3	2		3
367	excessive cross slope	3.3	30		3
935	excessive cross slope	3.3	18		3
1252	excessive cross slope	3.3	30		3
1274	excessive cross slope	3.3	50		3
104	Heaves/Sunken Panels/Twists	3.3	10		3
291	Heaves/Sunken Panels/Twists	3.3	5		3
392	Heaves/Sunken Panels/Twists	3.3	10		3
561	Heaves/Sunken Panels/Twists	3.3	5		3
601	Heaves/Sunken Panels/Twists	3.3	35		3
995	Heaves/Sunken Panels/Twists	3.3	5		3
1140	Heaves/Sunken Panels/Twists	3.3	5		3
404	excessive cross slope	3.4	12	Standing water	3
228	Broken or Cracked Panel	3.4	32		3
260	Broken or Cracked Panel	3.4	10		3
948	Broken or Cracked Panel	3.4	5		3
1227	excessive cross slope	3.4	15		3
571	Heaves/Sunken Panels/Twists	3.4	10		3
659	Heaves/Sunken Panels/Twists	3.4	5		3
892	Surface Narrows to Less than 4 ft.	3.4	50		3
4	Broken or Cracked Panel	3.5	30		3
15	Broken or Cracked Panel	3.5	20		3
522	Broken or Cracked Panel	3.5	40		3
862	Broken or Cracked Panel	3.5	10		3
914	Broken or Cracked Panel	3.5	55		3
94	excessive cross slope	3.5	23		3
186	excessive cross slope	3.5	10		3
245	excessive cross slope	3.5	64		3
308	excessive cross slope	3.5	5		3
704	excessive cross slope	3.5	10.5		3
883	excessive cross slope	3.5	12		3
925	excessive cross slope	3.5	240		3
1021	excessive cross slope	3.5	80		3
28	Heaves/Sunken Panels/Twists	3.5	120		3
453	Heaves/Sunken Panels/Twists	3.5	5		3
1017	Heaves/Sunken Panels/Twists	3.5	6		3
1094	Heaves/Sunken Panels/Twists	3.5	5		3

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
1141	Heaves/Sunken Panels/Twists	3.5	5		3
1265	excessive cross slope	3.6	70	Bituminous	3
406	Broken or Cracked Panel	3.6	4.5		3
439	Broken or Cracked Panel	3.6	4		3
655	Broken or Cracked Panel	3.6	10		3
947	Broken or Cracked Panel	3.6	10		3
988	Broken or Cracked Panel	3.6	25		3
121	excessive cross slope	3.6	33		3
389	excessive cross slope	3.6	16		3
525	excessive cross slope	3.6	17		3
963	excessive cross slope	3.6	15		3
1000	excessive cross slope	3.6	105		3
67	Heaves/Sunken Panels/Twists	3.6	5		3
114	Heaves/Sunken Panels/Twists	3.6	5		3
259	Heaves/Sunken Panels/Twists	3.6	10		3
405	Heaves/Sunken Panels/Twists	3.6	8		3
438	Heaves/Sunken Panels/Twists	3.6	12		3
576	Heaves/Sunken Panels/Twists	3.6	5		3
644	Heaves/Sunken Panels/Twists	3.6	5		3
843	Heaves/Sunken Panels/Twists	3.6	16		3
1151	Heaves/Sunken Panels/Twists	3.6	10		3
274	Broken or Cracked Panel	3.7	4		3
922	Broken or Cracked Panel	3.7	30		3
1016	Broken or Cracked Panel	3.7	6		3
91	excessive cross slope	3.7	15		3
711	excessive cross slope	3.7	25		3
336	Heaves/Sunken Panels/Twists	3.7	4		3
472	Heaves/Sunken Panels/Twists	3.7	20		3
580	Heaves/Sunken Panels/Twists	3.7	5		3
618	Heaves/Sunken Panels/Twists	3.7	5		3
671	Heaves/Sunken Panels/Twists	3.7	5		3
59	running slope > 2 percent	3.7	5		3
62	running slope > 2 percent	3.7	24		3
312	Broken or Cracked Panel	3.8	5		3
1028	Broken or Cracked Panel	3.8	74		3
912	excessive cross slope	3.8	24		3
929	excessive cross slope	3.8	70		3
954	excessive cross slope	3.8	45		3
1033	excessive cross slope	3.8	20		3
1260	excessive cross slope	3.8	20		3
1043	Heaves/Sunken Panels/Twists	3.8	19		3
37	running slope > 2 percent	3.8	23		3
64	running slope > 2 percent	3.8	26		3
739	Other	3.9	10	Debris	3
444	Broken or Cracked Panel	3.9	75		3
1159	Broken or Cracked Panel	3.9	12		3
900	excessive cross slope	3.9	50		3
994	excessive cross slope	3.9	20		3
1031	excessive cross slope	3.9	80		3
674	Heaves/Sunken Panels/Twists	3.9	5		3
938	Heaves/Sunken Panels/Twists	3.9	14		3
238	Broken or Cracked Panel	4	72		3
488	Broken or Cracked Panel	4	50		3
100	excessive cross slope	4	25		3
177	excessive cross slope	4	30		3
214	excessive cross slope	4	18		3
904	excessive cross slope	4	250		3
906	excessive cross slope	4	65		3
1251	excessive cross slope	4	60		3



## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
56	Heaves/Sunken Panels/Twists	4	15		3
149	Heaves/Sunken Panels/Twists	4	10		3
745	Heaves/Sunken Panels/Twists	4	20		3
802	Heaves/Sunken Panels/Twists	4	40		3
821	Heaves/Sunken Panels/Twists	4	5		3
798	Broken or Cracked Panel	4.1	65		3
436	excessive cross slope	4.1	8		3
437	excessive cross slope	4.1	24		3
3	Heaves/Sunken Panels/Twists	4.1	12		3
267	Heaves/Sunken Panels/Twists	4.1	35		3
296	Heaves/Sunken Panels/Twists	4.1	7.5		3
482	Heaves/Sunken Panels/Twists	4.1	8		3
494	Heaves/Sunken Panels/Twists	4.1	10		3
387	Panel Gap Less than 20 ft.	4.1	16		3
13	Heaves/Sunken Panels/Twists	4.2	61	Driveway Excessive slope Standing water	3
170	Other	4.2	6		3
283	Broken or Cracked Panel	4.2	55		3
1219	Broken or Cracked Panel	4.2	15		3
635	excessive cross slope	4.2	11		3
679	excessive cross slope	4.2	15		3
781	excessive cross slope	4.2	20		3
1164	excessive cross slope	4.2	130		3
158	Heaves/Sunken Panels/Twists	4.2	18		3
226	Heaves/Sunken Panels/Twists	4.2	18		3
638	Heaves/Sunken Panels/Twists	4.2	5		3
673	Heaves/Sunken Panels/Twists	4.2	10		3
977	Heaves/Sunken Panels/Twists	4.2	30		3
1042	running slope > 2 percent	4.2	9		3
190	Broken or Cracked Panel	4.3	28		3
365	Broken or Cracked Panel	4.3	44		3
496	Broken or Cracked Panel	4.3	65		3
585	excessive cross slope	4.3	19		3
817	excessive cross slope	4.3	15		3
1051	excessive cross slope	4.3	25		3
98	Heaves/Sunken Panels/Twists	4.3	15		3
330	Heaves/Sunken Panels/Twists	4.3	8		3
650	Heaves/Sunken Panels/Twists	4.3	4		3
709	Broken or Cracked Panel	4.4	20		3
198	excessive cross slope	4.4	25		3
380	excessive cross slope	4.4	93.6		3
871	excessive cross slope	4.4	25		3
997	excessive cross slope	4.4	48		3
1019	excessive cross slope	4.4	250		3
1029	excessive cross slope	4.4	14		3
346	Heaves/Sunken Panels/Twists	4.4	8		3
548	Broken or Cracked Panel	4.5	10		3
753	Broken or Cracked Panel	4.5	27		3
271	excessive cross slope	4.5	20		3
470	excessive cross slope	4.5	9		3
1011	excessive cross slope	4.5	98		3
1018	excessive cross slope	4.5	14		3
1083	excessive cross slope	4.5	30		3
1112	excessive cross slope	4.5	40		3
1236	excessive cross slope	4.5	65		3
8	Heaves/Sunken Panels/Twists	4.5	10		3
328	Heaves/Sunken Panels/Twists	4.5	4		3
384	Heaves/Sunken Panels/Twists	4.5	5		3
858	Heaves/Sunken Panels/Twists	4.5	10		3
965	Heaves/Sunken Panels/Twists	4.5	5		3

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
966	Heaves/Sunken Panels/Twists	4.5	10		3
321	excessive cross slope	4.6	9		3
467	excessive cross slope	4.6	45		3
1032	excessive cross slope	4.6	14		3
1165	excessive cross slope	4.6	20		3
447	Heaves/Sunken Panels/Twists	4.6	5		3
362	Panel Gap Less than 20 ft.	4.6	9.5		3
493	Broken or Cracked Panel	4.7	15		3
495	excessive cross slope	4.7	15		3
350	Heaves/Sunken Panels/Twists	4.7	15		3
572	Heaves/Sunken Panels/Twists	4.7	10		3
90	Surface Narrows to Less than 4 ft.	4.7	146		3
320	excessive cross slope	4.8	10		3
480	excessive cross slope	4.8	18		3
604	excessive cross slope	4.8	115		3
920	excessive cross slope	4.8	22		3
1027	excessive cross slope	4.8	130		3
1111	excessive cross slope	4.8	70		3
347	Heaves/Sunken Panels/Twists	4.8	24		3
394	Heaves/Sunken Panels/Twists	4.8	10		3
565	Heaves/Sunken Panels/Twists	4.8	10		3
687	Heaves/Sunken Panels/Twists	4.8	5		3
748	Heaves/Sunken Panels/Twists	4.8	4		3
1026	Street Furniture	4.8	8		3
289	Surface Narrows to Less than 4 ft.	4.8	5		3
744	excessive cross slope	4.9	15		3
145	Heaves/Sunken Panels/Twists	4.9	10		3
468	Heaves/Sunken Panels/Twists	4.9	10		3
1194	Heaves/Sunken Panels/Twists	4.9	20		3
5	excessive cross slope	5	20	Driveway	3
664	Broken or Cracked Panel	5	20		3
112	excessive cross slope	5	28		3
875	excessive cross slope	5	80		3
898	excessive cross slope	5	280		3
9	Heaves/Sunken Panels/Twists	5	5		3
68	Heaves/Sunken Panels/Twists	5	5		3
1135	Heaves/Sunken Panels/Twists	5	10		3
1218	Heaves/Sunken Panels/Twists	5	10		3
388	excessive cross slope	5.1	16		3
521	excessive cross slope	5.1	20		3
899	excessive cross slope	5.1	190		3
1066	Broken or Cracked Panel	5.2	30	Debris	3
1035	excessive cross slope	5.2	85		3
1039	excessive cross slope	5.2	40		3
1288	excessive cross slope	5.2	40		3
399	Heaves/Sunken Panels/Twists	5.2	8		3
1080	Heaves/Sunken Panels/Twists	5.2	15		3
1192	Heaves/Sunken Panels/Twists	5.2	5		3
1217	Heaves/Sunken Panels/Twists	5.2	10		3
1220	Heaves/Sunken Panels/Twists	5.2	5		3
302	Surface Narrows to Less than 4 ft.	5.2	12		3
731	Broken or Cracked Panel	5.3	45		3
38	Heaves/Sunken Panels/Twists	5.3	30		3
137	Heaves/Sunken Panels/Twists	5.3	65		3
146	Heaves/Sunken Panels/Twists	5.3	20		3
235	Heaves/Sunken Panels/Twists	5.3	31		3
694	Heaves/Sunken Panels/Twists	5.3	5		3
412	Surface Narrows to Less than 4 ft.	5.3	4		3
374	Broken or Cracked Panel	5.4	50		3

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
498	excessive cross slope	5.4	72		3
1180	Heaves/Sunken Panels/Twists	5.4	15		3
6	Broken or Cracked Panel	5.5	15	Driveway	3
794	Broken or Cracked Panel	5.5	30		3
769	excessive cross slope	5.5	10		3
379	Heaves/Sunken Panels/Twists	5.5	20		3
957	Heaves/Sunken Panels/Twists	5.5	10		3
1003	excessive cross slope	5.6	28		3
1166	excessive cross slope	5.6	25		3
633	Heaves/Sunken Panels/Twists	5.6	10		3
152	Heaves/Sunken Panels/Twists	5.7	12	Tree	3
30	Broken or Cracked Panel	5.7	128		3
497	Broken or Cracked Panel	5.7	5		3
919	excessive cross slope	5.7	16		3
992	excessive cross slope	5.7	17		3
172	Heaves/Sunken Panels/Twists	5.7	15		3
511	Heaves/Sunken Panels/Twists	5.7	16		3
319	excessive cross slope	5.8	5		3
1301	excessive cross slope	5.8	36		3
184	Heaves/Sunken Panels/Twists	5.8	20		3
376	Heaves/Sunken Panels/Twists	5.8	45		3
575	Heaves/Sunken Panels/Twists	5.8	10		3
1269	Broken or Cracked Panel	5.9	5		3
352	excessive cross slope	5.9	5		3
959	excessive cross slope	5.9	36		3
452	Heaves/Sunken Panels/Twists	6	5	Tree	3
407	Broken or Cracked Panel	6	5		3
543	excessive cross slope	6	45		3
926	excessive cross slope	6	21		3
1162	excessive cross slope	6	20		3
249	Heaves/Sunken Panels/Twists	6	5		3
980	excessive cross slope	6.2	45		3
1013	excessive cross slope	6.2	32		3
570	Heaves/Sunken Panels/Twists	6.2	15		3
982	Broken or Cracked Panel	6.3	20		3
924	excessive cross slope	6.3	30		3
594	Heaves/Sunken Panels/Twists	6.3	15		3
326	Broken or Cracked Panel	6.4	16		3
290	excessive cross slope	6.4	5		3
998	excessive cross slope	6.5	65		3
266	Heaves/Sunken Panels/Twists	6.5	5		3
707	Heaves/Sunken Panels/Twists	6.5	140		3
1241	excessive cross slope	6.6	10		3
631	Heaves/Sunken Panels/Twists	6.6	5		3
1030	excessive cross slope	6.7	16		3
1078	excessive cross slope	6.7	45		3
53	running slope > 2 percent	6.7	9		3
1273	excessive cross slope	6.8	32	Vehicle	3
426	Heaves/Sunken Panels/Twists	6.8	9		3
1108	excessive cross slope	6.9	25		3
315	Heaves/Sunken Panels/Twists	6.9	10		3
1357	Broken or Cracked Panel	7	8		3
1253	excessive cross slope	7	70		3
675	Heaves/Sunken Panels/Twists	7	5		3
1197	Heaves/Sunken Panels/Twists	7	12		3
244	excessive cross slope	7.1	20		3
1254	excessive cross slope	7.2	20		3
1009	excessive cross slope	7.3	8		3
20	Heaves/Sunken Panels/Twists	7.3	64		3

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
921	excessive cross slope	7.4	20		3
327	Broken or Cracked Panel	7.5	12		3
132	Heaves/Sunken Panels/Twists	7.5	126		3
86	Heaves/Sunken Panels/Twists	7.6	54		3
1075	excessive cross slope	7.7	694		3
408	Broken or Cracked Panel	7.8	8		3
250	Broken or Cracked Panel	8	10		3
916	excessive cross slope	8	12		3
60	Heaves/Sunken Panels/Twists	8	10		3
937	Heaves/Sunken Panels/Twists	8	17		3
318	Heaves/Sunken Panels/Twists	8.2	5		3
247	Heaves/Sunken Panels/Twists	8.4	24		3
1148	excessive cross slope	8.5	20		3
355	Heaves/Sunken Panels/Twists	8.6	24		3
73	running slope > 2 percent	8.6	10		3
609	excessive cross slope	8.7	17		3
1136	running slope > 2 percent	8.7	5		3
605	excessive cross slope	8.8	20		3
778	excessive cross slope	8.8	42		3
325	Heaves/Sunken Panels/Twists	8.8	3.5		3
824	Broken or Cracked Panel	9	85		3
1010	excessive cross slope	9	12		3
1177	Heaves/Sunken Panels/Twists	9	10		3
278	Broken or Cracked Panel	9.1	144		3
946	Heaves/Sunken Panels/Twists	9.1	45		3
1034	excessive cross slope	9.2	34		3
1107	excessive cross slope	9.2	35		3
590	Heaves/Sunken Panels/Twists	9.2	62		3
1092	excessive cross slope	9.3	26		3
370	running slope > 2 percent	9.3	7		3
463	Other	9.4	135	Old, weeds between each panel	3
783	Broken or Cracked Panel	10	30		3
1263	Broken or Cracked Panel	10	300		3
652	excessive cross slope	10	20		3
194	Heaves/Sunken Panels/Twists	10	30		3
364	Heaves/Sunken Panels/Twists	10	16		3
1143	Other	10	20		3
1008	excessive cross slope	10.1	7		3
202	Broken or Cracked Panel	10.2	55		3
115	Broken or Cracked Panel	10.3	136		3
722	excessive cross slope	10.5	21		3
917	excessive cross slope	10.6	17		3
962	Heaves/Sunken Panels/Twists	10.8	35		3
1201	Broken or Cracked Panel	11	90		3
721	excessive cross slope	11.3	21		3
728	excessive cross slope	11.5	24		3
1200	Heaves/Sunken Panels/Twists	11.5	30		3
462	Other	11.6	120	Old, weeds between each panel	3
84	Broken or Cracked Panel	11.6	22		3
649	excessive cross slope	11.6	15		3
560	Broken or Cracked Panel	11.7	25		3
134	Broken or Cracked Panel	12.2	4.5		3
269	Heaves/Sunken Panels/Twists	12.7	20		3
656	excessive cross slope	13	24		3
414	excessive cross slope	13.5	15		3
676	excessive cross slope	14.4	12		3
598	Broken or Cracked Panel	16.1	15		3
672	excessive cross slope	17.5	12		3
684	excessive cross slope	51	5		3

## Sidewalks

Total Length Evaluated		Total Linear Feet	Percent of Total	Comments	Rating
25,676		9,924	39%	Cross Slope OK, Minor Barrier	1
		3,752	15%	Cross Slope 2.1 - 3.0%, Minor Barrier	2
		12,000	47%	Cross Slope exceeds 3.1%, Gap in Sidewalk	3
OBJECT ID	Type of Barrier	Cross Slope Percent	Approximate Length of Barrier (Ft)	Comments	Rating
934	Panel Gap Less than 20 ft.		100		3
1195	Panel Gap Less than 20 ft.		3		3
1250	Panel Gap Less than 20 ft.		25		3
424	Surface Narrows to Less than 4 ft.		70		3

## Parking Stalls

Total	Surface Slope	Width of Parking Space	Access Aisle Width	Percentage	Rating
18	0-2%	7.5' or more	Present	39%	1
	2-2.9%	7.5' min.	7.5 min.	11%	2
	3% or more		Not Present	50%	3
OBJECT ID	Surface Slope	Width of Parking Space	Access Aisle Width	Signage	Rating
4	0.4	7.5	7.5	yes	1
1	0.9	7.5	7.5	yes	1
2	0.9	7.5	7.5	yes	1
11	1.4	8	15	yes	1
10	1.5	8	15	yes	1
5	2	7.5	7.5	yes	1
3	1.2	7.5	7.5	yes	1
6	2.7	7.5	7.5	yes	2
13	2.7	7.5	8	yes	2
15	0.1	9	0	yes	3
16	0.8	10	0	yes	3
14	1	12	0	yes	3
17	1.1	14	0	yes	3
18	1.9	14	0	yes	3
9	3	7.5	7.5	yes	3
12	3.7	7.5	8	yes	3
7	4.1	7.5	7.5	yes	3
8	4.4	7.5	7.5	yes	3

# Appendix C

Public Comments

## Appendix D

Grievance Procedure



# Grievance Procedure

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the ***Public Right of Way***, in the City of Glencoe.

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

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

**City Administrator**

**ADA Coordinator**

**1107 11<sup>th</sup> Street East, Glencoe, MN 55336 or by phone at 320.864.5586**

City Administrator, located at 1107 11<sup>th</sup> Street East, Glencoe, MN 55336 or by phone at 320.864.5586. Within 15 calendar days after receipt of the complaint, the ADA Coordinator or designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator or designee will respond in writing, and where appropriate, in a format accessible to the complainant. The response will explain the position of Glencoe and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or designee does not satisfactorily resolve the issue, the complainant may appeal the decision within 15 calendar days after receipt of the response to the **[City Manager/County Commissioner/ other appropriate high-level official]** or **[his/her]** designee.

The **City Administrator** or the designee will respond in writing with a final resolution of the complaint. All written complaints received by the ADA Coordinator or designee, appeals and responses will be retained by Glencoe for at least three years.

## Appendix E

Opinion of Probable Cost

ADA Transition Plan  
City of Glencoe - Department of Public Works  
Opinion of Probable Cost

1	Ped Ramp Replacement Cost	unit	unit cost	qty (typ)	total
	Removals	LS	\$ 400.00	1	\$ 400.00
	Concrete Curb	LF	\$ 35.00	15	\$ 525.00
	6" Concrete	SF	\$ 12.00	50	\$ 600.00
	4" Concrete	SF	\$ 8.00	35	\$ 280.00
	Truncated Domes	SF	\$ 75.00	12	\$ 900.00
	Bit Patching	LS	\$ 200.00	1	\$ 200.00
	Restoration	LS	\$ 100.00	1	\$ 100.00
				Total Each	\$ 3,000.00
	<b>Number of Pedestrian Ramps with a Major Barrier</b>			<b>402</b>	<b>\$ 1,206,000</b>
	<b>Replacement Cycle</b>	<b>20 Years</b>			<b>\$ 60,300</b>

2	Ped Crossing		<b>Part of Street Reconstruction Projects</b>		
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3	Sidewalk Replacement/5x10 (2-5x5 panels)				
	Removals	SF	\$ 2.50	50	\$ 125.00
	4" Concrete	SF	\$ 8.00	50	\$ 400.00
	Restoration	SF	\$ 5.00	10	\$ 50.00
				Total per 50SF	\$ 575.00
				<b>SF Cost</b>	<b>\$ 11.50</b>
				<b>LF Cost (5' wide sidewalk)</b>	<b>\$ 57.50</b>
	Minor Cross Slope Sections	LF	9,793	\$ 57.50	\$ 563,097.50
	Minor Cross Slope Sections (2-3%)	LF	3752	\$ 57.50	\$ 215,740.00
	Major Excessive Cross Slope	LF	11670	\$ 57.50	\$ 671,025.00
	Gap in sidewalk (less than 20')	LF	330	\$ 57.50	\$ 18,975.00
	Sidewalk Maintanance (Debris, sump pump line, weeds, vehicle, branches)	Each	131	\$ 250.00	\$ 32,750.00
				<b>Total Sidewalk Replacement</b>	<b>\$ 1,501,600</b>
	<b>Replacement Cycle</b>	<b>20 Years</b>			<b>\$ 75,080</b>

4	Parking Lot Parking Spaces (8x20 parking + 8x20 access isle)				
	Removals	SF	\$ 1.50	400	\$ 600.00
	Grading	SF	\$ 3.00	400	\$ 1,200.00
	Bituminous	LS	\$ 1.00	1200	\$ 1,200.00
	Restriping	LF	\$ 2.00	50	\$ 100.00
				Total Each	\$ 3,100.00
	<b>Number of Non-Compliant Parking Spaces</b>			<b>11</b>	<b>\$ 34,100.00</b>


## Appendix F

DOJ/FHWA Technical Assistance document TM 18-04-OP-01

## Technical Memorandum

**To:** Electronic Distribution Recipients

**From:** Jody Martinson, P.E.   
Division Director, Operations

Nancy T. Daubenberger, P.E.   
Division Director, Engineering Services

**Subject: Americans with Disabilities Act (ADA) Accessibility in MnDOT's Right-of-Way**

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### Expiration

This Technical Memorandum supersedes Technical Memorandum 08-13-TS-05. This is a new Technical Memorandum and shall continue in force until June 04, 2023 unless superseded or suspended.

### Implementation

The requirements contained in this Technical Memorandum are effective immediately. This Technical Memorandum affects:

- MnDOT projects in the scoping or design phase,
- all work within MnDOT right-of-way that is undertaken by other agencies or private entities; whether by permit or by agreement and,
- work added to MnDOT construction contracts by cities or counties that meets the alteration threshold for ADA and is within MnDOT right-of-way. If a facility appended to a project will not meet minimum ADA standards documentation shall be provided to the inspector confirming the design. All city or county work meeting the ADA alterations threshold shall provide all required ADA work to be incorporated into the MnDOT Project.

Curb cuts, sidewalks, Accessible Pedestrian Signals (APS) in signal replacements and when the ramp threshold is met and providing APS readiness shall be scoped, designed, and constructed prior to, or at the same time as, the project roadway improvement. The requirements described in this memo and attachments shall be incorporated into all new construction, reconstruction, and alteration threshold projects.

Exceptions to either the [Pedestrians Right of Way Accessibility Guidance 2005 \(PROWAG\)](#) or the MnDOT ADA Standards must be submitted to the ADA Unit for approval.

### Introduction

Title II of the Americans with Disabilities Act guarantees the rights of individuals with disabilities to equal access to the services, programs, and activities of public entities. Title II requires that all state and local governments maintain a transition plan and provide accessible facilities and reasonable modification, regardless of the

funding source. Additionally, MnDOT's Strategic Plan, Multimodal Statewide Transportation Plan, Minnesota State Highway Investment Plan (MnSHIP), Minnesota's Olmstead Plan, Minnesota Walks, and the MnDOT Complete Streets policy include accessibility as an integral part of the State's transportation networks. MnDOT has established a goal to substantially complete its ADA Transition Plan by 2037 which requires MnDOT to also improve sidewalks on alteration level projects rather than on reconstruction projects alone. The goal reduces MnDOT's liability and ensure accessible facilities within a reasonable timeframe.

## Purpose

This Technical Memorandum sets forth requirements for project thresholds, scoping, designing, and constructing accessible pedestrian facilities within MnDOT's right-of-way.

## Guidelines

Refer to Attachments A through E.

## Questions

For information on the policy and program contents of this memorandum, contact

**Kristie Billiar, ADA Implementation Coordinator at (651) 366-3174**

For questions regarding the design and construction contents of this memorandum, contact

**Todd Grugel, P.E., ADA Program Engineer at (651) 366-3531**

Any questions regarding publication of this Technical Memorandum should be referred to the Design Standards Unit, [DesignStandards.DOT@state.mn.us](mailto:DesignStandards.DOT@state.mn.us). A link to all active and historical Technical Memoranda can be found at <http://techmemos.dot.state.mn.us/techmemo.aspx>.

To add, remove or change your name on the Technical Memoranda mailing list, please visit the web page <http://techmemos.dot.state.mn.us/subscribe.aspx>

## Attachments:

- Attachment A: ADA Accommodation in MnDOT Rights-of-Way
- Attachment B: MnDOT ADA Standards
- Attachment C: Scoping Decision Tree
- Attachment D: DOJ/FHWA Technical Assistance
- Attachment E: Glossary

Minnesota Department of Transportation

# ADA Accessibility In MnDOT's Right-of-Way

Attachment A for TM 18-04-OP-01

ADA Unit

2018

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## I. Requirements Overview

All Minnesota Department of Transportation (MnDOT) projects with pedestrian facilities shall scope the pedestrian facilities for a minimum 20 year service life that meets MnDOT's American's with Disabilities Act (ADA) Standards and are:

- Constructible – Ensure plans can be physically built and within construction tolerances.
- Maintainable – The pedestrian system needs to be designed adequately to allow for regular routine summer and winter maintenance throughout the expected life of the system by providing adequate Maintenance Access Routes, providing snow storage, minimize V-curb versus grading, etc.
- Usable for the range of pedestrian users – Follow principles in [Curb Ramp Guidelines](#) to optimize facilities for all users

Any project not meeting a threshold to provide accessible features will still need to identify accessibility impacts and opportunities. When it is determined that accessibility improvements will not be included in these projects, work will be done in such a way that it does not require rework or preclude future accessibility improvements.

## II. Thresholds

ADA requires that all work meeting the alteration threshold, at a minimum, provide or update curb ramps before or at the time of the alteration work. To meet the transition plan goals MnDOT scopes all projects to address multiple elements to provide a cost-effective opportunity to make the entire facility, or a significant portion of it, accessible. If a pedestrian facility, outside of curb ramps, cannot be included in a new construction, reconstruction, or preservation project, the designer will make accommodations within the project for independent construction of the ADA related facility.

### A. New construction

All new construction shall be scoped to identify and address pedestrian needs, including but not limited to ADA, per MnDOT's policy and design requirements.

### B. Reconstruction

MnDOT requires that all reconstruction projects include curb ramps, reconstruction and correction of non- ADA compliant sidewalks and driveways, improvements to address sidewalk gaps within the existing network, and provide APS and APS readiness where needed.

### C. Alteration Threshold Projects

Work types that meet the alteration threshold are set by the DOJ/FHWA Technical Assistance (Attachment D) and cannot be re-categorized by MnDOT. While, most of the work types follow MnDOT's definition of Preservation Projects some fall under MnDOT's definition of Preventative Maintenance. In those instances where MnDOT considers a work type Preventative Maintenance and the DOJ considers it an alteration designers must follow the DOJ alteration work type classification and definition. Work types categorized as alterations include:

- *Mill and Overlay*
- *Mill and fill*
- *Addition of New Layer of Asphalt,*
- *Hot In-Place Recycling,*
- *Open-graded Surface Course (not MnDOT practice),*
- *Thin lift overlays*
- *Micro-surfacing,*
- *Cape Seals,*
- *Ultra-Thin Bonded wearing course*
- *Asphalt and Concrete CPR: Isolated, partial and/or full-depth repairs to restore functionality of the slab; e.g., edge spalls, corner breaks*
- *Bridge Deck Overlays\**
- *Bridge sidewalk repairs\**
- *Bridge joint replacement\**

*\*Included in the Bridge Preservation and Improvement Guidelines Technical Memorandum*

Once the alteration threshold has been met MnDOT is required by the ADA to provide curb ramps where needed and replace deficient curb ramps. All curb ramps within the radius shall be addressed. Resurfacing activities on the mainline will wrap the radius to include all crosswalks within the intersection to provide a continuous Pedestrian Access Route (PAR) within the crosswalk and ensure a usable transition between the curb ramp and crosswalk. Wrapping the radius may not be required when the cross street is a different material than the mainline and that material is not within the project scope.

These thresholds also apply to pavement work in MNDOT owned parking lots and rest areas.

#### D. Preventative Maintenance

Generally preventative maintenance does not require accessibility improvements, however the DOJ has stated that the combination of two or more preventative maintenance treatments may rise to the level of being an alteration requiring the inclusion of accessible features. The DOJ has not provided explicit direction on what combinations of preventative maintenance may trigger the alteration threshold; the determination is at the discretion of the Project Manager. Work falling under the definition of preventative maintenance includes:

- Asphalt crack sealing
- Bituminous pavement seal coat
- Chip sealing
- Dowel-bar retrofit
- Concrete joint sealing
- Concrete pavement surface planing / diamond grinding
- Slurry seals
- Epoxy chip seal
- Surface Sealing
- Fog Seals
- Scrub Sealing (not MnDOT practice)
- Joint Crack Seals
- Joint repairs
- Spot High-Friction Treatments
- Bridge superstructure activities: Painting, bearing rehabilitation/replacement and barrier/guardrail/railing restoration.
- Bridge substructure preservation: concrete and steel

#### E. Impact to Locally Owned Facilities within MnDOT Right-of-Way

All curb ramps in MnDOT's Right-of-way, regardless of facility ownership, will be updated to MnDOT standards if the alteration threshold is met. MnDOT will seek payment for the work under the terms of the limited use permit and/or cooperative agreement, but lack of payment agreement does not negate MnDOT's obligation to provide accessible curb ramps within the radius

### III. Scoping

#### A. General

Project Managers are required to identify all accessible pedestrian facility needs in the scoping phase of project development for all new construction, reconstruction, and alteration projects. MnDOT requires that project scopes fully address the following:

- ADA Unit Field Walk Recommendations:
- Right-of-way needs to meet MnDOT ADA requirements Attachment C: and
- Budget to meet MnDOT ADA requirements.

ADA needs shall be scoped to provide designs that have a 20 year lifecycle and meet MnDOT's accessibility standards for constructability, maintainability, and usability. A project's scope of work cannot be structured to avoid ADA obligations to provide accessible features. If the scope of a project is the only constraint in achieving a facility that meets standards, the scope will be re-evaluated by district staff and the ADA unit. Facilities not meeting MnDOT ADA requirements will be re-evaluated and

reconstructed when any subsequent projects are proposed with larger scopes that could fix the non-standard facility elements.

## B. Procedure

All new construction will be scoped to meet MnDOT's policy and design requirements for pedestrian accommodation. When scoping a reconstruction or alteration project the project manager shall, at a minimum, conduct an on-site evaluation to identify facility types, right-of-way needs, utilities, obstructions, and coordination with local jurisdictions.

If MnDOT does not control sufficient right-of-way, MnDOT is obligated to acquire the necessary right-of-way and/or easements. If a complaint is filed, MnDOT will need to show that it made reasonable efforts to obtain access to the necessary right-of-way. When developing the scope for accessible features project managers will identify project limits and preferred designs as early as possible to ensure that there will be sufficient time to acquire right-of-way and easements. It is recommended that project managers have a significant portion of the pedestrian design for ADA done by the 30% project development stage to minimize delays and cost overruns to the overall project. Please see the Scoping Decision Tree in Attachment C for additional guidance.

Project managers and designers are also reminded that the scope for accessibility improvements is not limited to the accessible feature itself. Projects will also address obstacles that limit the ability to provide accessible features that meet MnDOT standards. Common obstacles to be relocated include but are not limited to; drainage structures, hand holes, signal, lighting and utility poles, etc. When relocating an obstacle to provide accessibility the cost estimate should be within industry norms.

## C. City and County Coordination

Whenever possible scoping field walks should be conducted with the local government to identify any local initiated work and aesthetic features, and concerns that may affect the type of design MnDOT may propose for a project. Once the project scoping field walk has been completed it is critical that impacts to locally owned utilities, transit facilities, and building access be conveyed as soon as possible. MnDOT should coordinate with willing property owners to maintain or improve their access if the work fits within the scope of the project and can be done within roadway and sidewalk design standards. If a project alters private access the altered access shall meet Minnesota Building Code requirements. Under both ADA and property law a project cannot make an access inaccessible by adding a step to an entrance that previously had no step.

As a Title II entity, MnDOT has an obligation to work with private businesses, to maintain temporary access and minimize impacts when constructing adjacent to their access. Early coordination allows cities and/or counties to understand their cost participation obligations and secure funding necessary to provide better connectivity to existing local trail/sidewalk networks. Project Managers are obligated to consider all local input, but local preferences cannot hinder MnDOT's accessibility or operational obligations.

As accessibility designs are identified, project managers will work with local communities to identify local cost share for facilities, maintenance responsibilities, and any potential need for limited use permits. Maintenance can include, but is not limited to: snow and ice control, snow hauling, sweeping, vegetation management, trip hazard and spot panel repair, and routine maintenance. Local limited use permits need to include agreement on acceptable use of sidewalk, amenity zones and trail areas on Trunk Highway right-of-way. A limited use permit or similar agreement does not relieve MnDOT of the obligation to provide and maintain accessible facilities within its right-of-way.

# IV. Scoping and Selecting Facilities

## A. General

ADA improvements fall into one of three categories: short term, long term, and permanent.

- Short term fixes are improvements that do not change the existing footprint, provide minimum access and have accessibility barriers immediately adjacent to the improvement. Though they

meet minimum compliance, short term improvements are the most expensive over time because they typically require frequent rework and are routinely impacted by future projects of varying scopes including independent utility and drainage work.

- Long term improvements have an anticipated lifecycle of 20-40 years and represent the risk based approach to completing MnDOT's ADA Transition Plan. Long term improvements identify the footprint and geometry needed to meet MnDOT standards for accessibility and routinely require acquiring right-of-way, curb line adjustments, minor utility relocation, and barrier removal. Long term improvements have more upfront costs, which are generally offset by fewer reworks or impacts from future projects.
- Permanent fixes are typically part of reconstruction projects and have the lowest lifecycle cost since they generally last for the life of the reconstructed roadway.

The ADA design process and project scope are closely related and should be an iterative process to ensure that the final design and project scope are well coordinated.

## B. Common Elements

### 1. Pedestrian Access Route (PAR) and Maintenance Access Route (MAR)

The pedestrian Access Route (PAR) is a required access route. When selecting and designing individual elements, project managers and designers need to keep in mind how the pieces function together as a PAR even if the entire PAR will not be completed within a project. To achieve the PAR in MnDOT's Right-of-way MnDOT has identified a series of standards to create PARs that are usable, constructible, and maintainable.

To provide sufficient space for winter maintenance required under the ADA, but not reflected in the Access Board's design guidance MnDOT has established the Maintenance Access Route (MAR). The MAR follows the PAR alignment and provides additional clear distance between raised obstacles (i.e. push button stations, signal, lighting or utility poles, buildings, retaining walls, V curbs, sign posts, etc.) for mechanically removing snow and ice. While desired, the additional width for the MAR does not need to meet 2% cross slope requirements, and should be a paved surface at signalized quadrants.

The obstacle clear area needed to establish both the designed PAR width and the MAR is a 6' minimum clear width for sidewalks and a 10' minimum clear width for shared use paths and should maintain a general alignment. Any utilities that are located in the required clear area or impacting the alignment of the pedestrian route will be relocated unless this relocation is proven infeasible. Additionally, the profile of the PAR and MAR should be as continuous as feasible to minimize the users' effort to navigate changes in elevation and grade.

### 2. Curb Ramps

Curb ramps provide a transition between the street and the pedestrian network for users with disabilities. Ramp design and location are essential for a safe, usable, and maintainable pedestrian system. As part of the PAR and MAR, the width, slope landings and incoming sidewalks need to be in general alignment with each other and free of raised vertical barriers such as signal and lighting components, hydrants, utility poles, signs, etc.

There are three acceptable curb ramp types: perpendicular; parallel; and blended transitions. See Figure 11-3.08A in the Road Design Manual (RDM) for curb ramp types and MnDOT Standard Plan 5-297.250 for specific design types and requirements. If a diagonal curb ramp is used it shall be approved by the ADA Unit and documented in the MnDOT Transition Plan

### 3. Sidewalks and Driveways

Sidewalks and driveways are the longitudinal elements of the PAR and MAR. The PAR shall have a cross slope <2% and a 5' continuous width free of vertical obstructions and surface discontinuities.

The overall sidewalk width will be determined by use, context, the space needed to transition in and out of building entrances, and community input.

To ensure MnDOT will be able to substantially complete its Transition Plan by 2037 all reconstruction and alteration projects are required to scope sidewalk needs. Reconstruction projects require replacement of all non-compliant sidewalk and all sidewalks in poor or failing condition. The sidewalk replacement threshold for alteration projects is 3% or greater cross slope and/or poor or failing sidewalk. Sidewalk replacement thresholds are classified into priorities A, B, C and Barrier Removal:

- **Priority A Sidewalks**

Priority A sidewalks and driveways are constructed at the back of curb and require curb line relocation and/or raising the curb line to provide an accessible sidewalk. Reconstructing curb lines on Priority A sidewalks is more cost effective on alteration projects, than standalones, to maintain both the roadway drainage and the roadway surface integrity. All Priority A sidewalks shall be completed on alteration level projects to avoid missing any opportunities to substantially complete the Transition Plan.

- **Priority B and C Sidewalks**

Priority B and C sidewalk improvements do not affect the curb line and can be done as part of a pavement project or independently. Replacing these sidewalks is based on use and context, with Priority B assigned to higher use areas such as commercial districts, schools, parks, and other high pedestrian usage areas described in Minnesota Walks. Priority C have lower use and do not connect public facilities or services.

Priority B and C sidewalk replacement can be completed on standalone sidewalk replacement projects, but if at all possible should be included on alteration projects particularly, when associated with adjacent curb ramps. This minimizes both pedestrian and traffic work zone impacts, optimizes contractor efficiency, minimizes potential duplicate right-of-way acquisitions, and minimizes reworking transitional sidewalk sections.

- **Driveways**

The PAR alignment and profile should be as continuous as feasible through driveways. This can be accomplished by utilizing boulevard widths that match or exceed curb heights to achieve perpendicular driveways. The driveway PAR width should match the incoming PAR width where feasible with incremental PAR reductions to 4' in steep situations. See Driveway and Sidewalk Standard Plans 5-297.254 for additional information.

- **Barrier Removal**

On projects where the ADA Unit and Project Manager determine a total sidewalk replacement will not be included in the alteration project. The sidewalk will be scoped for barrier removal. Barriers to address, regardless of project type, include trip hazards greater than or equal to ½" vertical, sidewalks with a condition 4 rating and locations where the passable width is less than 4 feet.

- **Sidewalk Gap Infill**

The MnDOT ADA Transition Plan lists sidewalk gaps within the existing network as a potential barrier to accessibility. The ADA Unit will make the recommendation to fix gaps as part of the overall sidewalk improvement being scoped. The ADA unit shall be notified of a district decision to not address an identified gap and the reason so that the information can be reflected in MnDOT's Transition Plan.

Exceptions to completing the necessary sidewalk improvements on alterations can be made if there is a larger scale roadway reconstruction project identified in the STIP. This imminent reconstruction exception can be useful to help prioritize resources by getting longer term benefits from sidewalk investments as well as providing better sidewalk fixes with larger scope projects. However, it should be used judiciously to limit over programming the last half of the 20-year Transition Plan goal.

#### 4. Crosswalks

Crosswalks are considered part of the PAR and shall meet the necessary requirements for width, running slope, and cross slope. In stop to yield or stop conditions the crosswalk cross slope is to be less than 2% employing “tabling” if necessary. At locations without yield or stop conditions, the crosswalk cross slope can be up to 5% to lessen the impact to through vehicular traffic. In those locations where the intersection is already tabled for vehicles that same tabling should also be constructed for the crosswalk to provide the same benefit to pedestrians while not introducing a new “bench” for vehicles to traverse. Running slopes are required to be less than 5% regardless of stop and yield conditions.

In corridors where frequent mitigations are needed to achieve the required cross and running slopes, the proposed pavement fix should be further evaluated with the ADA Staff to determine if a larger pavement fix such as a roadway reclaim, shoulder reconstruction, or other fix that allows pavement cross slope modification is necessary.

#### 5. Roadway Modifications

Roadway modifications are tools to create the necessary footprint and obstacle-free space that meet the obligations of the PAR and MAR while minimizing the amount of right-of-way needed. Curb ramps are often built in close proximity to a variety of existing structures and cannot be improved without mitigating some of the existing features. Roadway modifications provide a long term solution for accessibility and need to be identified early in the scoping process so coordination with other functional groups can occur. A brief description of common roadway modifications follows:

- **Curb Line Modification and Tabling**

In many constrained areas roadway and curb line modifications are the most important element to achieving high quality curb ramps. Curb extensions and/or roadway diets can provide the needed extra area in locations where right-of-way acquisition isn't feasible. In vertically constrained areas curb line raises are a very effective method to meet standards. At quadrants with steep flow lines, gutter flowline flattening or “tabling” should be utilized to meet curb ramp standards.

- **Grade Mitigation**

In steep areas curb ramp grades and construction limits need to be evaluated for the flattest resulting grades. Construction limits should allow for a 30' secondary ramp and landing beyond the initial landing if standards can't be met. If the proposed secondary ramp and landing tie in results in a steeper slope than the existing condition, a shorter straight line ramp grade can be utilized if it results in a flatter slope. In extreme cases construction limits may extend beyond this guidance to get a usable product. These curb ramp construction limits may include sidewalk, curb and gutter, and roadway paving if applicable.

- **Structure Relocation**

Structures that impact the horizontal or vertical alignment of the PAR and MAR shall be addressed within the project scope. Common structures include traffic and lighting poles, utilities, hydrants, bus shelters, and drainage structures. All drainage structures impacting curb ramps need to be relocated or utilize an [ADA safe grate](#). Where drainage capacity is adversely impacted, add additional shallow helper catch basin structures tied into the affected structures to restore the previous hydraulic capacities.

### C. Additional Facility Types

#### 1. Accessible Pedestrian Signals (APS)

- When meeting the curb ramp improvement threshold at signalized quadrants, with pedestrian indications, design and construct those curb ramps to APS standards:
- When half or more of the crosswalks at an intersection are significantly impacted by the pavement project the entire intersection should be upgraded to full APS at all quadrants.
- If less than half the crosswalks at the intersection are impacted by the pavement project the affected quadrants are to be APS “ready” - defined as designing and constructing the curb



ramps and underground electrical components including relocating the solid state push buttons to new pedestrian push button locations meeting APS standards.

## 2. Bridges

When a bridge is new or reconstructed project managers are strongly encouraged to provide facilities for pedestrians on both sides of the bridge, due to the long lifespan of bridge assets and the traffic safety issues created by forcing additional street crossings when only on one side. For all other bridge work project managers shall follow Technical Memorandum 15-06-B-01 Bridge Preservation and Improvement Guidelines.

## 3. Railroad Crossings

All rail crossings are required to be accessible including connecting sidewalks across compliant rail road crossing surfaces, meeting sidewalk slopes, providing sidewalk separation from gates, providing detectable warnings, etc.

## 4. On Street Transit Stops

Scoping field walks shall ensure that existing transit stops meet ADA requirements and will make recommendations for improvements for unimproved transit stops. All work, maintenance, and cost sharing on transit facilities will be coordinated with the transit operator.

## 5. Trails and Shared Use Paths

Trails built on MnDOT right-of-way by MnDOT or another state or local agency under a limited use permit will be designed according to the [MnDOT Bikeway Facility Design Manual](#) and will meet all ADA requirements for cross-slope, running grade, and maintenance.

# V. Right-of-way

## A. Overview

Additional right-of-way will often be required at quadrants and along sidewalks and driveways to meet [MnDOT Standards](#) for curb ramps, APS, and PARs and MARs. Existing right-of-way is frequently consumed by vehicle turning and surface utility concentrations. Constraints at signalized intersections are compounded by the presence of signal poles, cabinets, hand holes, and APS push button stations. Under [Minnesota Statute 161.163, Subd. 2](#) Municipal Consent is not required for minor permanent ADA acquisitions if those acquisitions are the only permanent takings on a project.

### 1. Curb Ramp

To ensure a usable and maintainable pedestrian system provide a 9'-12' deep rectangular right-of-way footprint (dependent on ramp type and context) at non-signalized intersections.

### 2. APS

To ensure a usable and maintainable pedestrian system, provide a minimum 12'-15' deep rectangular right-of-way footprint (dependent on push button locations) at signalized intersections with APS. Additional width and right-of-way beyond the footprint may be needed for signal pole and hand hole placement and will be needed for shared use paths and signal cabinets

### 3. Sidewalk

To ensure PAR compliance the minimum sidewalk width is 5' with additional width determined by facility type and context e.g. residential versus downtown districts. Whenever possible acquire wider sidewalk footprints and temporary easements. In areas that can be tapered flush with the adjacent sidewalk by either grading or sloping paved areas. This minimizes the use of V curb, reduces trip hazards and improve maintainability.

## B. Procedure

Identify right-of-way needs and easements at scoping or shortly after. Permanent right-of-way needs can be determined based on field recommendations or the recommended footprints. When right-of-way is being determined by general recommendations progress design to verify those limits early in the project development process, by completing a substantial amount of pedestrian design prior to 30% plan development the potential for delay at the later stages of the project is significantly reduced.

Metro Project Managers are advised that sidewalk reconstruction and new pedestrian ramp installation work of 5000 square feet or more can trigger the need for storm water treatment. It is important to identify ADA needs, footprints, and locations for treatment early in scoping, so that time and budget for right-of-way and associated storm water treatment needs are available.

## C. Exceptions

Right-of-way will not be required in the immediate area when one of the following conditions exist:

- Buildings or other permanent structures with durable concrete footings (i.e., large advertising signs, poured concrete retaining walls;
- Environmental Risks – Risk assessment made before acquiring high risk properties; and
- Utilities – significant utility relocations (i.e., mainline utilities – communications vaults, water, sewer, and storm mains, larger electrical distribution lines, gas mains.)

In locations where right-of-way cannot be obtained project managers and designers will utilize roadway modifications to meet MnDOT ADA Standards.

## VI. Design Requirements

### A. General

Pedestrian facilities in new construction, reconstruction, and alteration projects are required to meet the design requirements in:

- [MnDOT ADA Standards](#) (Attachment B)
- [MnDOT Standard Plan 5-.297.250](#),
- [MnDOT Driveway and Sidewalk Standard Plans 5-297.254](#),
- [Standard Plates and 7038A](#),
- [MnDOT Road Design Manual](#),
- [MnDOT LRFD Bridge Design Manual](#),
- [MnDOT Traffic Engineering Manual](#),
- [Bridge Preservation and Improvement Guidelines Technical Memorandum](#),
- [Pedestrian Facilitation and Crosswalk Tech Memo](#),
- [Shoulder Width Tech Memo](#),
- [ADA Project Design Guide](#),
- [Bikeway Facility Design Manual](#), and
- [Curb Ramp Guidelines](#)

When the resources listed above are silent on an aspect of accessible design, consult the Public Rights of Way Accessibility Guidelines (PROWAG) 2005. In the event that MnDOT requirements cannot be met PROWAG minimums should be used. Designers using PROWAG minimums must document the decision in the project file.

To achieve the design goals of constructible, maintainable, and usable, program managers and designers are encouraged to use “outside-in” design for all new roadway construction, reconstruction, and sidewalk reconstruction. This includes matching adjacent tie ins with variable sloped roadway cross sections, using independent gutter profiles, variable sloped boulevards with sidewalk profiles, and

in select areas using shifted centerline crowns and variable height curb with the goal of matching doorway thresholds and eliminating steps up to 4" in height.

## B. Exceptions and Documentation

### 1. Exceptions to PROWAG (2005)

When MnDOT cannot fully meet the Americans with Disabilities Act (ADA) because the terrain or site conditions preclude construction or alteration of the facility to PROWAG minimums\* the project manager, design engineer, and ADA Unit need to concur in providing accommodation to the maximum extent feasible. All facilities not meeting minimums will be documented through SharePoint in the ADA Design Memo and added to MnDOT's Transition Plan and inventory

*\*MnDOT's use of PROWAG minimums does not include the guidance to signalize roundabouts, multilane free rights or flange way fillers.*

### 2. Exceptions to MnDOT Standards

Where MnDOT Standards cannot be fully met, the design engineer will evaluate, document, and recommend a preferred alternative. Final approval for the preferred alternative will be made by the ADA Design Engineer. All facilities not meeting MnDOT Standards will be documented through SharePoint in the ADA Design Memo.

When the project manager, design engineer, and the ADA Design Engineer cannot find consensus on design options the decision will be elevated to the District ADE and brought to the Assistant Director for the Operations Division.

## VII. Plan Development and Geometrics

### A. General

Designers shall complete plans utilizing level 1, 2, & 3 designs as field conditions dictate, follow sample plan formats, and utilize ADA pay items, special provisions, and plan review checklists. Survey accuracy standards for level 2 & 3 designs are less than 0.1' horizontal and 0.05' vertical. Plans shall include driveway tables for all driveways with sidewalks, curb and gutter profiles when using variable sloped shoulders, sidewalk profiles when using variable sloped boulevards, and clear notes describing the designer's intent and communicate relevant design information to the field.

### B. Construction Limits

The majority of ADA work is not based on cross sections, so temporary construction easements can often be established by acquiring uniform widths along a corridor. Exceptions to this are most driveways and also curb ramps or sidewalks in significant cut areas that need individual design to set those construction limits. Adjacent turf areas should generally have a minimum 5' easement from back of walk to construct new sidewalk. Adjacent paved surface areas should have 2' minimum to set forms, allow for compaction, provide a transition between irregular surfaces that maintains drainage patterns, and eliminates trip hazards.

### C. Geometric Layouts and Final Design

Regardless of design level geometric design layouts play a significant role in final design for pedestrian facilities. Always consider:

- Balancing lane widths and appropriate sidewalk cross sections with paved or turf boulevards. All sidewalk and boulevard widths should be measured from back of curb,
- 6' minimum turf boulevards in order to facilitate simpler design and construction as well as improved pedestrian usability,
- wider boulevard widths of 8'-10'; to provide snow storage, pedestrian lighting, and improved tree planting environments. If only 4' or less of turf boulevard is possible, strongly consider a 4" curb height to maintain consistent height sidewalk PARs through driveways to simplify design and construction.

When sidewalks need to be constructed at back of curb a minimum 7' width should be provided with 8' widths provided at driveways and curb ramps. Sidewalks adjacent to storefronts should have a minimum 6' PAR with a ratio of two thirds PAR to one third boulevard.

The following tools should be employed to benefit pedestrian design with minimal impacts to vehicles:

- Select regularly occurring design vehicles and compound or three-centered radii at constrained quadrants to maximize pedestrian ramp geometry/space while still meeting design vehicle needs.
- Evaluate turning movements for changes that impact additional vehicle lanes; not simply additional overturning within the same affected lane.
- When setting roadway profiles using vertical curves, deflection angles and vertical points of intersection should be considered to match adjacent features/terrain.
- Explore varying cross sections, super elevations, and drainage modifications in areas where ADA standards cannot be met.
- Provide a location for push buttons at signalized intersections, median refuges 6<, and free right islands. Evaluating turning movements is essential to either extend a raised median to achieve a refuge or place detectable warnings outside of the turning vehicle path if there is no refuge provided. Evaluating turning movements and shoulder widths is critical when sizing free-right islands.
- When pedestrian facilities are not provided where there is a need within city limits, the shoulder cross slope should be paved with the same cross slope as the adjacent through lane.
- When introducing any new vehicle channelization to an intersection, provide accessible pedestrian accommodations through that channelization – even if there are no dedicated pedestrian facilities at the intersection. Common example of channelization in intersections include R-CUTS, ¾ intersections, median closures, and roundabouts.

## VIII. Construction

### A. Inspection

All ADA features shall be inspected during construction to ensure the features follow the approved plans and meet requirements set forth in this technical memorandum. Features not meeting MnDOT ADA requirements or special provisions must be corrected prior to the close out of the construction contract. Inspectors should work closely with contractors to limit the likelihood of systematic misconstruction. The process for construction inspection is as follows:

- Follow MnDOT Standards as listed in the Design Requirements section.
- Implement (1804) Prosecution of Work provision while working collaboratively with the contractor. If questions arise or field conditions differ contact the ADA Office.
- Complete ADA Compliance Check lists and Project Compliance for all projects in a timely manner.

### B. Accessibility during construction

When a pedestrian access route is disrupted, closed, or relocated during construction, maintenance work, or other temporary condition, an Alternate Pedestrian Route (APR) shall be provided. The APR shall have at least the minimum accessibility attributes of the disturbed route. Signage and devices, as necessary, shall be provided to direct pedestrians safely through or around the work zone. This guidance does not apply to the final pedestrian route, only the pedestrian accommodations during maintenance or construction. It is recommended that the APR be identified during scoping especially in commercial business districts.

See the [Minnesota Manual on Uniform Traffic Control Devices](#) (MN/MUTCD) Part 6 and the [Temporary Traffic Control Zone Layouts Field Manual 2018](#) for further guidance on the requirements for establishing an alternative pedestrian access route for temporary traffic control. See also [MnDOT's Pedestrian Accommodations through Work Zones web resource](#).

## IX. Historic Properties

All new construction, reconstruction, and alterations that may directly or indirectly affect a qualified Historic Facility or District require review by the Cultural Resources Unit to determine if the proposed alteration may adversely impact the property's historic significance. The Cultural Resources Unit, OES, will make a determination and recommend accessible feature locations and design solutions that will preserve the historic significance of the property.

## X. Trees and Shrubs

All construction activities within municipal boundaries which include sidewalks, pedestrian ramps, curbs, items such as sidewalk cutouts for trees or tree grates within pedestrian access routes, and disturbance of boulevard will be reviewed by the Roadside Vegetation Management Unit to determine if the proposed construction may adversely impact existing trees, shrubs, and herbaceous vegetation. The Roadside Vegetation Management Unit, OES, will make a determination of the project's impact to vegetation and recommend appropriate mitigations or other actions.



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