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## ADA Transition Plam

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Kimley-Horn Project No. 092528009


## DRAFT VOLUME 1 OF 2

FOR

## ADA TRANSITION PLAN

## Prepared for:



## Regional Transportation Commission of Washoe County

Planning
1105 Terminal Way
Reno, Nevada 89520
775-348-0480

## Prepared by:

## Kimley»Horn

Kimley-Horn and Associates, Inc.
5370 Kietzke Lane
Suite 100
Reno, Nevada 89511
775-200-1979
Please contact the RTC Metropolitan Planning Division at 775-348-0480 to obtain Volume 1.
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## Regional Transportation Commission

Rebecca Kapuler, Project Manager
Lauren Ball
Sharon Britt
David Carr
Nicole Coots
Amy Cummings
Dan Doenges
Mark Maloney
Julie Masterpool
Michael Moreno
Ed Park
Angela Reich
James Weston
Tina Wu

## Consultant Team

Molly O'Brien, Project Manager
Heather Stifanos
Erin Eurek
David Giacomin
Tiffany Iverson
Devin Moore
Matt Pool
Kristi Avalos (Accessology)
Steven Lewandoski (Accessology)

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## List of Acronyms

ADA Americans with Disabilities Act
AIDS Acquired Immune Deficiency Syndrome
ATI Associated Transit Improvement
BFOQ Bona Fide Occupational Qualification
BUILD Better Utilizing Investments to Leverage Development Transportation Discretionary Grants

CDBG Community Development Block Grants
CFR Code of Federal Regulations
CID Community Improvement District
CIP Capital Improvement Projects
CMAC Citizen's Multimodal Advisory Committee
CMAQ Congestion Mitigation and Air Quality Improvement Program
DOJ United States Department of Justice
DOT United States Department of Transportation
DME Durable Medical Equipment
EIT Electronic and Information Technology
FHWA Federal Highway Administration
FTA Federal Transit Administration
FEMA Federal Emergency Management Agency
HSIP Highway Safety Improvement Program
ICP Improvement and Connectivity Program
INFRA Infrastructure for Rebuilding America Discretionary Grant Program

## ADA Transition Plan

MPO Metropolitan Planning Organization
NHPP National Highway Performance Program
NHTSA 405 National Priority Safety Programs (Nonmotorized safety)
NUCP Nevada Unified Certification Program
PROWAG Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-ofWay
Services Programs, Services, and Activities
RAAC Reno Access Advisory Committee
RRIF Regional Road Impact Fee
RTC Regional Transportation Commission of Washoe County
RTP Recreational Trails Program
SPR Statewide Planning and Research
STBG Surface Transportation Block Grant Program
TA Transportation Alternatives Set-Aside
TAC Technical Advisory Committee
TAD Tax Allocation District
TIF Tax Increment Financing District
TIFIA Transportation Infrastructure Finance and Innovation Act (loans)
TRZ Transportation Reinvestment Zone
U.S. United States

WCAG Web Content Accessibility Guidelines

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## [ADA Transition Plan

## APPENDIX A

## ADA Transition Plan October 2011

# BENOSPARKSGAR 

## ADA Transition Plan

October 2011


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## Reno Sparks ADA Right-of-Way Transition Plan

## PURPOSE

One of the primary functions of local government is to provide safe and inviting pedestrian ways. Pedestrian traffic encourages interaction between citizens, strengthens neighborhoods and contributes to the vitality of the community at large. Rising energy costs and the associated environmental impacts of motorized vehicle use, safe and accessible pedestrian ways become even more important.

Most of us take for granted that we can walk to the store to pick up a carton of milk, catch the bus downtown, or access local businesses without encountering physical obstacles. Elements and conditions that typically go unnoticed by non-disabled pedestrians can pose significant impediments to disabled persons. Ambulatory pedestrians can simply walk around an obstruction in the sidewalk or step off a curb face without much notice, however for individuals who use wheelchairs that which is considered commonplace becomes a major impediment. A sighted person can duck under an overhanging tree limb, but to a blind person the presence of the limb is not readily apparent and may cause physical injury.

As compared to the general population, people with disabilities tend to be more reliant on pedestrian networks. A large portion of the disabled population does not drive and depend on self-mobility or public transportation to get around. These factors, coupled with an aging population (where disabling conditions increase dramatically) highlight the importance of pedestrian systems that will serve all populations within the community, both in the present and into the future. 2005 census data indicates that disability affects around $19 \%$ of the population.

People with disabilities need safe and accessible pedestrian system to conduct their daily activities. The Reno Sparks Americans with Disabilities Act (ADA) Right-of-Way (ROW) Transition Plan provides a roadmap to make pedestrian facilities accessible to persons with disabilities.

## FEDERAL ADA REQUIREMENTS

Title II of the Americans with Disabilities Act (ADA) covers all services, programs, and activities provided or made available by public entities. The applicable regulations published by the federal department of Justice are contained in Part 35 Nondiscrimination on the Basis of Disability in State and Local Government Services (as amended by the final rule published on September 15, 2010) Authority: 5 U.S.C. 301; 28 U.S.C. 509, 510; 42 U.S.C. 12134.

The ADA requires that newly constructed or altered facilities be readily accessible to and usable by persons with disabilities. Altered facilities are required to provide accessibility to the maximum extent feasible. Alterations that trigger the requirement to provide accessibility includes roadway resurfacing that triggers an obligation on the part of a city or county to install curb ramps, or replace and/or upgrade existing ramps that do not meet current ADA requirements.

Existing ROW facilities (facilities constructed before 1992) must meet the standards for Program Accessibility. Pedestrian accessibility constitutes a program that must be made accessible. To provide accessibility to the ROW almost always necessitates physical changes to existing infrastructure. Some program modifications are nonstructural. Examples of non-structural program accessibility changes include posting sidewalk closure information on the city website in order to people with disabilities of potential route changes, or adopting policies concerning the placement of street furniture to make sure that sidewalks are accessible. Program Accessibility requires that each program, activity and/or service is accessible when viewed in its entirety. Federal agencies have interpreted, and federal courts have held that sidewalks and other pedestrian areas constitute a program that must be made accessible.

Title II of the (ADA) and the associated regulations require that public entities having responsibility for or authority over streets, roads, sidewalks, and/or other areas meant for pedestrian use, develop a transition plan within 6 months of January 26, 1992 (by July 26, 1992). Simply put, a transition plan transitions inaccessible facilities onto environments that are accessible to and functional for individuals with disabilities.

The ADA Title II implementing regulations [28 CFR Section 35.150(d)] require that structural changes identified in the transition plan be completed within 3 years or no later than January 26,1995 . The regulations state that a ROW transition plan must include (at a minimum) an assessment of existing sidewalks and a schedule for curb ramp installations where an existing pedestrian walkway crosses a curb or other barrier. The ADA Title II regulations require state and local government entities prioritize the installation of curb ramps serving:

1. State and local government offices and facilities
2. Transportation
3. Places of public accommodation (private-sector facilities covered by Title III)
4. Places of employment.

Case law has held that ROW Transition Plan requirements must go beyond simply installing curb ramps. In Barden v. the City of Sacramento the court held that the use of sidewalks by pedestrians is a program or activity subject to the ADA. The settlement provides that for up to 30 years, the City of Sacramento will allocate $20 \%$ of its annual Transportation Fund to make the City's Pedestrian Rights of Way accessible to individuals with vision and/or mobility disabilities. This will include installation of compliant curb ramps at intersections, removal of barriers that obstruct the sidewalk (such as narrow pathways, abrupt changes in level, excessive cross slopes, and overhanging obstructions), and improvements in crosswalk access. In summary, for an agency to meet its program access obligations, removing right-of-way impediments must address accessibility beyond simply installing curb ramps.

## Reno Sparks ADA Right-of-Way Transition Plan

## EXISTING CONDITIONS

This section describes the public outreach process, data collection process and summarizes existing conditions.

## PUBLIC OUTREACH

Title II of the ADA requires the participation of interested persons, including individuals with disabilities or organizations that represent individuals with disabilities when developing an ADA transition plan as outlined in section 35.150 (d) 1:

A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

Public participation is vital to achieving the goal of creating accessible ROW. Without stakeholder involvement, it is often not possible to identify the areas of greatest concern to pedestrians with disabilities. Public input into the transition planning process was accomplished through a variety of mechanisms described in the following sections.

## Project Website/Smart Phone Application

A project website, renosparksbpp.com, was created to give people an opportunity to leave comments and suggestions about the pedestrian network. A variety of information was housed on the website including the project schedule and announcements of upcoming events, and discussion forums where people could leave comments related to the project. The project website also included a map of georeferenced comments submitted via the smartphone app created for the project.

Fehr \& Peers partnered with CitySourced to create a smartphone app to solicit public comments for the project. The app was created for iPhone, Blackberry, and Android users, and also included a web-based application for those without a smartphone. The app allowed users to report issues on the pedestrian network using the camera on their phone. The user would take a picture of the issue they wanted to report and then select from a dropdown menu of options, e.g. "Damaged Sidewalk," "Obstruction in Sidewalk". The user could also leave a specific comment related to the issue. Comments submitted through the app were uploaded to the map shown in the figure below using the global positioning system (GPS) in the phone to pinpoint the exact location of the reported issue.


## Reno Sparks ADA Right-of-Way Transition Plan

## Disabled Community Advisory Committee Meetings

In October and November of 2010 Fehr \& Peers staff attended and presented at the following advisory committee meetings:

- Reno Access Advisory Committee (RAAC) (October 26, 2010)
- Sparks Advisory Committee for the Disabled (November 3, 2010)
- RTC Public Transit Advisory Committee (PTAC) (November 9, 2010)

The purpose of the meetings was to introduce the project and get input on locations to survey and types of barriers that should be highly prioritized.

Specific comments that were made during these meetings are:

- RAAC
- Both sides of Moana Lane between 395 and Plumb have pole and other obstructions.
- Wells Avenue has a multitude of crosswalks with no lights.
- The sidewalk on Crampton which is used to get from Wells to the VA Hospital is in bad shape.
- Virginia Street/Rapid Transit route, sidewalks need to be made compliant.
- Area around Renown Rehab, Gould and Model Dairy Way.
- The need for more bump-outs at crosswalks for visually impaired.
- The need for more audible signals. The point was made that automobiles are quieter than in the past and for hearing impaired, the need for audible signals is greater.
- There is a ramp from the sidewalk on Riverside Drive and Vine Street that is directly opposite a corner with a curb cut, but the street has no crosswalk stripes.
- Virginia Street/North Valleys area from Parr to Golden Valley needs sidewalk/improvements.
- Virginia Street, by the University from $9^{\text {th }}$ to $17^{\text {th }}$ Street there is no sidewalk.
- Need to consider flashing traffic lights when an emergency vehicle is passing to alert hearing impaired pedestrians.
- Need to replace old signal push buttons because they are difficult to press and operate.
- Sparks Advisory Committee for the Disabled
- Snow removal, excessive driveway slopes, power poles in the sidewalk, and sidewalk maintenance are the most pressing issues for the City of Sparks.
- PTAC
- Accessible transit stops and access routes to transit stops is a high priority.


## Reno Sparks ADA Right-of-Way Transition Plan

## Targeted Public Meetings

During the month of June 2011, targeted workshops where held at the following four organizations, which were identified by the disabled advisory committee to represent or serve individuals with disabilities:

- Washoe County Senior Center
- Sparks Senior Center
- Center for Independent Living
- Vocational Rehabilitation Center

Participants were provided with a brief overview of the project and examples of the different ROW elements that pose impediments to accessibility. The workshop participants were asked to identify problem areas or areas they consider to be high priority.

The following are the comments received at the targeted workshops:

- Washoe County Senior Center
- Kirman Avenue
- Telephone poles are located in the middle of the sidewalk, obstructing the accessible route of travel.
- Curb ramps are missing at some locations
- Virginia Street
- A long stretch has very narrow sidewalks
- Glendale Avenue
- The bus stop near the new Wal-Mart has no sidewalk
- 7th Street/Evans Avenue

O Vertical obstructions along the sidewalk

- 4th Street near Senior Center
- Sidewalk issues (received as a written comment)
- Sparks Senior Center
- Virginia Street
- Driveways encroaching into sidewalks
- Cracks in sidewalks
- Center for Independent Living
- Sun Valley area
- Many barriers (non-specific locations)
- 4th Street near $4^{\text {th }}$ Street Station


## Reno Sparks ADA Right-of-Way Transition Plan

O The area needs curb ramps on all sidewalks in and around the bus depot, especially on Lake Street.
o The middle pathway through the bus depot (the only accessible route within the bus depot) is always blocked by the buses that come in to load and unload.

- Pyramid Highway
- No sidewalks provided for pedestrians
- Mae Anne Avenue/Robb Drive

O No lift deployment space at bus stops

- Newly planted trees around town
- The tree grates need to be back filled with material or tree grates provided.
- Vocational Rehabilitation Center
- The meeting was advertised; however no participants attended.


## DATA COLLECTION

Fehr \& Peers worked with Margen + Associates to develop a protocol to survey selected areas of roadway within the Reno and Sparks area.

The areas surveyed were selected based on the ADA Title II regulations that require prioritization of curb ramp installation near government offices/facilities, transportation, places of routine accommodation, and places of employment. Specifically, regional roads (roads that carry 5,000 daily trips or more) in areas with a high density of government offices, schools, libraries, medical facilities, major retail centers, major employment centers, and transit stops were included in the survey area. In total, over 150 miles of sidewalk were surveyed. The "Surveyed Routes Overall Map" is provided in Appendix A.

The intent of the surveys was to identify areas and elements of the ROW that pose barriers to individuals with disabilities. The accessibility standards contained in the current Americans with Disabilities Act-Architectural Barriers Act (ADA-ABA) guidelines (ADAAG) and the Manual of Uniform Traffic Control Devices (MUTCD) were used as a benchmark for the assessment.

Teams of surveyors were trained and data was collected using handheld computers equipped with GPS. Measurements were taken using standard measuring tools. Running slopes and cross slopes were measured using standard 24 " long digital levels. Width, height and distance were measured using standard tape measures. Table 1 displays each of the data elements collected, as it was listed in the GPS handheld data collection device.

| TABLE 1 <br> ADA DATA COLLECTION ELEMENTS |  |  |
| :---: | :---: | :---: |
| Element | Data Collected | Method of Collection |
| Intersection/Mid-Block Crosswalk |  |  |
| Signalized | Yes, No | Observation |
| Pedestrian Buttons | Yes, No | Observation |
| Button Type | Yes, No | Observation |
| Button Location | Not level, Not in reach | Observation |
| Audible Pedestrian Signals | Yes, No | Observation |
| Curb Ramps Provided at Each Crossing | Yes, No | Observation |
| No Curb Ramp | Location | Observation |
| Crossing Area-Condition | Satisfactory, Unsatisfactory | Observation |
| Other | Text | Observation |
| Curb Ramps |  |  |
| Ramp Type | Parallel, Regular | Observation |
| Flush Transition | Yes, No | Observation |
| Top Landing | Yes, No, NA | Observation |
| Detectable Warning | Yes, No | Observation |
| Terminates in Crosswalk | Yes, No, NA | Observation |
| Width | Feet/Inches | Measurement |
| Landing Depth | Feet/Inches | Measurement |
| Ramp Slope | Percent | Measurement |
| Ramp Cross Slope | Percent | Measurement |
| Right Flare Slope | Percent | Measurement |
| Left Flare Slope | Percent | Measurement |
| Gutter Slope | Percent | Measurement |
| Other | Text | Observation |
| Sidewalk |  |  |
| Intermittent Sidewalk | Feet/Inches | Observation |
| Sidewalk Width <36" | Feet/Inches | Measurement |
| Passing Area >200' | Yes, No | Observation |
| Cross Slope | Percent | Measurement |
| Running Slope >8.33\% (Uplifting) | Percent | Measurement |
| Change in Level >1/2" | Displacement, Utility Cover, Pot Hole, Tree Well, Other | Observation |
| Obstruction <32" | Utility Pole, Sign Pole, Signal Box, Tree, News Rack, Street Furniture, Bus Shelter, Vegetation, Other | Observation |

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## Reno Sparks ADA Right-of-Way Transition Plan

TABLE 1
ADA DATA COLLECTION ELEMENTS

| Element | Data Collected | Method of Collection |  |
| :--- | :---: | :---: | :---: |
| Protruding Object | Sign, Stand Pipe, Stair, Vegetation, Other | Observation |  |
| Overhanging Obstruction <80" | Tree Limb, Vegetation, Guy Wire, Other | Observation |  |
| Horizontal Opening >1/2" | Storm Drain, Tree Grate, Joint, Utility Box Cover | Observation |  |
| Driveway Cross Slope (Commercial) | Percent | Measurement |  |
| Driveway Cross Slope (Residential) | Percent | Measurement |  |
| No Detectable Warning (Flush Transition) | Median, Curb Cut, Rail Crossing | Observation |  |
| Rail Crossing - Rail Gap | Inches | Measurement |  |
| Rail Crossing Pedestrian Control | Yes, No | Observation |  |
| Other | Text | Observation |  |
|  |  |  |  |
| Bus Shelter | Transit Stop | Observation |  |
| Wheelchair Seating Area | Yes, No | Observation |  |
| 5' $\times$ 8' Landing | Yes, No | Observation |  |
| Landing Slope | Yes, No | Observation |  |
| Other | Yes, No | Observation |  |
| Sources: Margen + Associates, Fehr \& Peers, 2011 | Text |  |  |

## EXISTING CONDITIONS

The surveys identified multiple accessibility problems. Examples of typical reoccurring conditions are as follows:

## Curb Ramps

Many curb ramps are too steep, or have steep gutter returns that may result in the footrest of a wheelchair catching on the roadway surface or for some wheelchairs bottoming out. Many of the ramps do not have detectable warnings (raised truncated domes) which are an important safety feature for blind pedestrians.


## Reno Sparks ADA Right-of-Way Transition Plan

Curb ramps are absent at a number of crossings. Missing curb ramps require people who use wheelchairs to travel in the roadway.


## Sidewalks Obstructions

Sidewalk obstructions observed include vertical displacement caused by shifting soil conditions or tree roots, utility poles or sign posts placed without adequate passing width, overhanging tree limbs or protruding vegetation, intermittent sidewalks and horizontal gaps.


## Reno Sparks ADA Right-of-Way Transition Plan

At many locations, sidewalks are narrow making it difficult or impossible to maneuver through in a wheelchair.

Open utility covers or holes can catch the front wheel of a wheelchair, or crutch/walker tip.

Surface deterioration or collapsed utility boxes make it difficult or impossible to maneuver through in a wheelchair.


## Reno Sparks ADA Right-of-Way Transition Plan

## Driveways

Numerous driveways lack a level area around the back, or through the driveway apron resulting in persons using wheelchairs, crutches or walkers having to traverse significant cross slopes.


## Transit Stops

Many of the transit stops evaluated are lacking sufficient space to deploy a wheelchair lift from the transit vehicle. In some cases, transit shelters and benches lack clear floor space to accommodate individuals waiting in wheelchairs.


## TRANSITION PLAN

## MATRIX OF DEFICIENCIES

The matrix of ADA deficiencies for curb ramps, transit stops, sidewalks, and driveways is provided in Appendix B. It is a comprehensive account of the data collected at each location and displays which measured items for each element are out of compliance. The matrix is intended to be used with the "Measured Routes Maps" provided in Appendix C and the "ADA Data Abbreviations/Definitions" document provided in Appendix D. Each map provides routes with a numbering system that corresponds to the matrix for looking up a specific deficient location.


As shown in the deficiency matrices, there are numerous barriers that range from minor sidewalk cracks to major obstructions in sidewalks. The data collection resulted in 2,100 non-compliant driveways, 2,740 curb ramp deficiencies, 3,250 sidewalk obstructions, and 290 non-compliant transit stops.

## PLAN PRIORITIES/ IMPLEMENTATION SCHEDULE

As discussed earlier, the ADA regulations prioritize the installation of curb ramps and the removal of other barriers along sidewalks serving:

1. State and local government offices and facilities
2. Transportation (including bus stops)
3. Places of public accommodation (private-sector facilities covered by Title III)
4. Places of employment

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## Reno Sparks ADA Right-of-Way Transition Plan

5. Other Areas (this category includes residential areas)

The accessibility barriers identified in the plan have been sorted into three categories based on the above requirements.

- Category 1: High Location Priority
- State and local government offices and facilities
- Transportation (including bus stops)
- Areas identified at public outreach meetings
- Category 2: Medium Location Priority
- Places of public accommodation (private-sector facilities covered by ADA Title III) Places of employment
- Category 3: Lowest Location Priority
- Other Areas

In addition, the barriers were sorted within these three categories based on severity. High severity barriers are those that pose a significant safety risk or are essential to provide access including the following:

- Curb Ramps
- Missing ramps
- Ramp slope of $10 \%$ or greater
- Gutter Slope + Ramp Slope of $14 \%$ or greater
- No top landing
- No flush transition
- Transit Stops
- No landing
- Driveways
- Cross slope of $10 \%$ or greater
- Obstructions
- Severe vertical displacement
- Overhanging objects

TABLE 2
HIGH PRIORITY CURB RAMP NEEDS

| Roadway | Location | Barrier | Solution | Responsible <br> Jurisdiction |
| :--- | :---: | :---: | :---: | :---: |
| Plumb Lane | North side, 420' West of <br> Kietzke Lane | Missing Curb Ramp | Install Curb Ramp | City of Reno |
| $5^{\text {th }}$ Street | All 4 Corners at Leon <br> Drive | Missing Curb Ramp | Install Curb Ramp | Washoe County |
| Mill Street | SE and SW Corners of <br> Gould Street | Missing Curb Ramp | Install Curb Ramp | City of Reno |
| Vine Street | At 6 ${ }^{\text {th }}$ Street | Missing Curb Ramp | Install Curb Ramp | City of Reno |
| Sierra Street | NE Corner of Galen <br> Place | Missing Curb Ramp | Install Curb Ramp | City of Reno |
| Prater Way | North side, 230' West of <br> Vista Blvd | Missing Curb Ramp | Install Curb Ramp | City of Sparks |
| Oddie Boulevard | NE and NW Corners of <br> $12^{\text {th }}$ Street | Missing Curb Ramp | Install Curb Ramp | City of Sparks |
| Rock Boulevard | At 15 ${ }^{\text {th }}$ Street | Missing Curb Ramp | Install Curb Ramp | City of Sparks |
| Stead Boulevard | At Norton Drive | Missing Curb Ramp | Install Curb Ramp | City of Reno |
| Sources: Fehr \& Peers, 2011 |  |  |  |  |

TABLE 3
HIGH PRIORITY TRANSIT STOP NEEDS

| Roadway | Postmile | Barrier | Solution | Responsible <br> Jurisdiction |
| :--- | :---: | :---: | :---: | :---: |
| Virginia Street | 16382 | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Reno |
| Virginia Street | 34634 | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Reno |
| Virginia Street | 46856 | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Reno |
| Mill Street | 7170 | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Reno |
| Mill Street | 7718 | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Reno |
| Mill Street | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Reno |  |
| Prater Way | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Sparks |  |

TABLE 3
HIGH PRIORITY TRANSIT STOP NEEDS

| Roadway | Postmile | Barrier | Solution | Responsible <br> Jurisdiction |
| :--- | :---: | :---: | :---: | :---: |
| Prater Way | 17360 | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Sparks |
| Prater Way | 20308 | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Sparks |
| Prater Way | 29971 | Missing Wheelchair <br> Landing | Add Wheelchair Landing | City of Sparks |
| S |  |  |  |  |

Sources: Fehr \& Peers, 2011

|  |  | TABLE 4 <br> IIORITY DRIVEWAY |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Roadway | Postmile | Barrier | Solution | Responsible Jurisdiction |
| Virginia Street | 31536 | Excessive Driveway Cross Slope | Mitigate Driveway Measurements | City of Reno |
| $2^{\text {nd }}$ Street | 1380 | Excessive Driveway Cross Slope | Mitigate Driveway <br> Measurements | City of Reno |
| F Street | 116 | Excessive Driveway Cross Slope | Mitigate Driveway Measurements | City of Sparks |
| Kirman Avenue | 5937 | Excessive Driveway Cross Slope | Mitigate Driveway <br> Measurements | City of Reno |
| Plumb Lane | 3595 | Excessive Driveway Cross Slope | Mitigate Driveway <br> Measurements | City of Reno |
| $4^{\text {th }}$ Street | 14552 | Excessive Driveway Cross Slope | Mitigate Driveway <br> Measurements | City of Reno |
| Echo Avenue | 822 | Excessive Driveway Cross Slope | Mitigate Driveway Measurements | City of Reno |
| F Street | 57 | Excessive Driveway Cross Slope | Mitigate Driveway <br> Measurements | City of Sparks |
| Mill Street | 7172 | Excessive Driveway Cross Slope | Mitigate Driveway Measurements | City of Reno |
| Prater Way | 13696 | Excessive Driveway Cross Slope | Mitigate Driveway Measurements | City of Sparks |
| Sources: Fehr \& Peers, 2011 |  |  |  |  |

# Reno Sparks ADA Right-of-Way Transition Plan 

| TABLE 5 HIGH PRIORITY OBSTRUCTIONS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Roadway | Postmile | Barrier | Solution | Responsible Jurisdiction |
| Neil Road | 2021 | Utility Pole in Sidewalk | Remove Utility Pole | City of Reno |
| Virginia Street | 34047 | Utility Pole in Sidewalk | Remove Utility Pole | City of Reno |
| Plumb Lane | 2649 | Utility Pole in Sidewalk | Remove Utility Pole | City of Reno |
| Taylor Street | 4509 | Utility Pole in Sidewalk | Remove Utility Pole | City of Reno |
| Kirman Avenue | 15890 | Diagonal Overhanging Guy Wire | Hang Guy Wire Vertically | City of Reno |
| $2^{\text {nd }}$ Street | 3082 | Utility Pole in Sidewalk | Remove Utility Pole | City of Reno |
| Ralston Street | 183 | Diagonal Overhanging Guy Wire | Hang Guy Wire Vertically | City of Reno |
| Sierra Street | 4704 | Diagonal Overhanging Guy Wire | Hang Guy Wire Vertically | City of Reno |
| Sierra Street | 4070 | Diagonal Overhanging Guy Wire | Hang Guy Wire Vertically | City of Reno |
| Prater Way | 14199 | Utility Pole in Sidewalk | Remove Utility Pole | City of Sparks |
| Sources: Fehr \& Peers, 2011 |  |  |  |  |

In accordance with the ADA Title II requirements, the ADA Transition Plan has been written to complete all of the work within a three-year period. The priorities for each category are as follows:

- Category 1: Non-conforming items corrected in 2012
- Category 2: Non-conforming items corrected in 2013
- Category 3: Non-conforming items corrected in 2014


## Undue Financial and Administrative Burden

In an ideal world with unlimited funding and resources, accessibility barriers should be removed immediately. However, when dealing with ROW issues and the fiscal realities faced by most local governments today, immediate removal is usually not possible. Congress recognized this fact when drafting the transition plan requirement in the ADA. The ADA outlines a three-year window to implement a transition plan. The three-year time period assumed that most cities and counties had already completed substantial accessibility work under prior federal requirements (Section 504 of the 1973 Rehabilitation Act) and the ADA work would be "cleanup" of past work or a small amount of new work.

If the responsible agency determines it is not possible to correct all of the problems within three years, Title II of the ADA allows a process called undue financial or administrative burden which may allow more time for the work. This process requires due diligence and requires that any findings be made by the head of an agency or public entity.

## Reno Sparks ADA Right-of-Way Transition Plan

## § 35.150 Existing facilities

- (a) General. A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This paragraph does not-
(3) Require a public entity to take any action that it can demonstrate would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens. In those circumstances where personnel of the public entity believe that the proposed action would fundamentally alter the service, program, or activity or would result in undue financial and administrative burdens, a public entity has the burden of proving that compliance with $\S 35.150$ (a) of this part would result in such alteration or burdens. The decision that compliance would result in such alteration or burdens must be made by the head of a public entity or his or her designee after considering all resources available for use in the funding and operation of the service, program, or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion. If an action would result in such an alteration or such burdens, a public entity shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the public entity.


## Interim Action(s)

If implementing a transition plan will take more than one year, the ADA Title II regulations require that interim actions to provide accessibility be established, where appropriate.

Unfortunately, when dealing with right-of way accessibility issues, there are few options for interim actions beyond identifying key accessible arterial routes that can be used until the transition work has been completed. Some jurisdictions have successfully identified accessible interim routes and made this information available on the city's website or in mailings.
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## Reno Sparks ADA Right-of-Way Transition Plan

## INDIVIDUAL CITIZEN REQUESTS FOR ACCESS IMPROVEMENTS

In addition to developing a ROW transition plan, agencies should establish a process whereby individuals can request accessibility changes on an individual basis. This additional process is usually necessary to meet the program accessibility requirements of the ADA.

Requests for repair, construction, or maintenance of pedestrian facilities should be routed to the ADA Coordinator at each agency. Requests can be made using the following contact information:

- City of Reno

Reno Direct:
Phone: 775-334-INFO(4636)
TTY: 775-333-7701
Email: renodirect@reno.gov
Fax: 775-334-3124

- City of Sparks

Public Works:
Phone: 775-353-2455

- Washoe County

Public Works:
Phone: 775-328-2040
Fax: 775-328-3699

## PEDESTRIAN ROW POLICIES AND PRACTICES

## Sidewalk Maintenance Programs

Title II of the ADA requires that accessible features be maintained:

## § 35.133 Maintenance of accessible features

- (a) A public accommodation shall maintain in operable working condition those features of facilities and equipment that are required to be readily accessible to and usable by persons with disabilities by the Act or this part.
- (b) This section does not prohibit isolated or temporary interruptions in service or access due to maintenance or repairs.

Sidewalks and pedestrian pathways need to be maintained to be accessible.
Under state law or by local ordinance, maintenance of the sidewalk may become the responsibility of the adjacent property owner, even though the sidewalk is in a city's right-of-way. This means that if a sidewalk outside of a home is broken, or is a tripping hazard, it is the homeowner's (or property owner's) responsibility to repair or reconstruct that sidewalk. If the owner fails to do so, they can be held liable if someone trips on that portion of sidewalk.

## Reno Sparks ADA Right-of-Way Transition Plan

## Encroachment Permits

Encroachment permits administered by the individual agencies should be reviewed to make sure they are in conformance with the program accessibility requirements of the ADA.

## Standard ROW Construction Details

Standard plans and specification for curb ramps, driveways, sidewalks, crosswalks, parking and passenger loading zones should be updated to reference and incorporate the 2010 ADA standards and the Manual of Uniform Traffic Control Devices (MUTCD).

## FUNDING OPPORTUNITIES

The following is a list of potential funding strategies that public entities have used for accessibility-related ROW improvements.

## Transportation Equity Act for the $\mathbf{2 1}^{\text {st }}$ Century (TEA-21)

Federal funds with specific set asides for pedestrian related projects. Most of the major categories of funding in TEA-21 can be used to build or retrofit sidewalks, crosswalks, and other accessible pedestrian facilities such as trails. There are also specific targeted subcategories of projects. These funds are available through the federal Department of Transportation.

## Community Development Block Grants (CDBG)

CDBG funds are grants from the federal Department of Housing and Urban Development and are usually allocated at the county or city level. CDBG funds have been used for curb ramp construction by local jurisdictions for many years.

## Developer Impact Fees

New developments place a strain on existing public facilities. Developer impact fees are paid by developers to help cover the costs resulting from new construction and can be used to fund pedestrian right-of-way improvement projects.

## Local Ordinances

Some jurisdictions have passed local ordinances that require sidewalk improvements or curb ramp construction when the dollar value of a remodel project on a building exceeds a certain amount.

## Private Revenues

Private revenue may come in many forms such as dedications, monetary contributions, corporate underwriting, etc. This can be made available to cities and counties through the use of tax-deductible donations to 501 (c) 3 non-profits "friends of" organizations.

## Reno Sparks ADA Right-of-Way Transition Plan

## Property Liens

Property owners are responsible for the sidewalks directly in front of their property. Although some cities are reluctant to force this issue, sidewalk conditions can be repaired and reimbursement can be obtained from the owner through the use of liens.

## Local Bond Measures

Some jurisdictions have successfully passed local bond measures for facility improvement.

## Public-Private Partnerships

Larger employers are sometimes interested in partnering with cities on projects where the company can use the publicity for public relation purposes. We often see branding of sports facilities; however this concept could be extended to accessibility features, such as curb ramps that could be paid for with private funds. Also, technology companies are sometimes interested in sponsoring projects that benefit specific population groups such as orientation systems for blind individuals.

## Point of Sale Programs

Programs used by some jurisdictions to require repair and or other corrections to sidewalk fronting property at the time of sale or title transfer. Model projections show that $50 \%$ of sidewalk defects could be corrected within a tenyear time period.

## ACTION ITEMS

This section presents a list of action items for the agencies to consider.

## Public Outreach Action Steps

- The transition plan should be distributed to the regions disability organizations.
- Comments concerning the final plan should be directed to the individual agencies.
- Each agency should consult the appropriate established advisory committee in the transition plan implementation process.


## Data Collection Action Steps

- The data collected should be included in the responsible agencies' data management system.


## Plan Priorities/Implementation Schedule Action Steps

- Decision makers should be informed about the plan and subsequent actions required.
- The transition plan should be adopted by the governing board of each agency.
- Funding sources should be identified and allocated for implementation.
- Actions that constitute undue burden should be documented as described.


## Reno Sparks ADA Right-of-Way Transition Plan

- Progress on implementing the plan should be documented by the individual agencies.


## Individual Citizen Requests for Access Improvements Action Steps

- Develop a regional formal request and/or complaint process.
- Inform the public about the process.


## Pedestrian ROW Policies and Practices Action Steps

- Each agency should develop and adopt a formal policy on the maintenance of accessible features.
- Each agency should distribute information concerning the reasons why sidewalks need to be kept clear of obstructions to property owners.
- Agencies should publicize that vehicles parked across sidewalks will be cited or towed.
- The permit application process should be modified in order to let home and business owners know that the agency is prepared to modify policies and practices to allow compliance with the ADA. For example, in some circumstances it may be necessary to locate accessibility features on public ROW.
- Sidewalk café seating and street furniture permits should be modified to include a requirement that tables, news racks or other items located on agency ROW meet the ADA accessibility standards for accessible seating and other elements.


## Funding Action Steps

- An internal working committee should be established within each agency to address funding and implementation issues.

APPENDIX A
SURVEYED ROUTES OVERALL MAP


## APPENDIX B

MATRIX OF DEFICIENCES


| Location Priority | $\begin{aligned} & \text { Severe? } \\ & (\mathrm{V} / \mathrm{N}) \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | Signalized <br> Intersection | $\left.\begin{array}{\|c} \hline \text { Button } \\ \text { Type } \end{array} \right\rvert\,$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | Button Out of Reach | $\begin{array}{\|c} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | Detectable Warning | Terminates in <br> Crosswalk | $\begin{gathered} \text { Straight } \\ \text { curb } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Tonding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | Ramp X- | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\left\lvert\, \begin{gathered} \text { Leff flare } \\ \text { Slope } \end{gathered}\right.$ | $\begin{gathered} \text { Gutter Slope e } \\ \text { Rump Slope } \end{gathered}$ | $\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array}$ | $\begin{gathered} \text { Landing } X \\ \text { Slope } \end{gathered}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|c\|} \substack{\text { Right X. X- } \\ \text { Slopep }} \end{array}$ | $\begin{gathered} \text { Left } \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | ${ }^{\text {A9 }}$ | 32689.5 | NE | Regular | No |  |  |  |  | No | No | No | Yes | No | Yes | 11.40 | 0.90 | 20.90 | 19.80 | 22.30 | 2.70 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A9 }}$ | 31766.3 | NE | Regular | No |  |  |  |  | No | No | No | No | No | No | 8.00 | 1.70 | 19.90 | 22.00 | 10.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31369.9 | SE | Regular | No |  |  |  |  |  | No | No | No | No | No | 9.20 | 2.40 | 11.00 | 20.60 | 16.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31345.0 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.40 | 3.90 | 12.60 | 8.40 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31231.1 | SE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 8.70 | 1.10 | 10.80 | 6.90 | 10.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | fixed ped phase | No |
| High | Yes | A9 | 42914.9 |  | Regular | No |  |  |  |  | No | No | No | NA |  | No | 6.00 | 0.30 | 8.20 | 8.00 | 7.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 40014.5 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes |  | No | 7.50 | 0.40 | 0.50 | 5.60 | 16.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E10 | 1850.5 | SE | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.40 | 2.30 | 1.60 | 12.70 | 19.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E10 | 1792.7 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 8.70 | 2.80 | 10.00 | 5.50 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2062.8 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | Yes | No | 8.60 | 0.40 | 6.40 | 5.80 | 13.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2349.4 |  | Parallel | No |  |  |  |  |  | No | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.70 | 1.10 | 8.60 | 8.00 | 1.00 | 8.10 | 2.40 |  | No |
| High | Yes | E1 | 2755.8 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 3.90 | 0.30 | 3.40 | 3.60 | 7.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2821.3 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.40 | 0.80 | 9.50 | 5.90 | 10.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C3 | 13143.2 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.40 | 1.80 | 10.70 | 21.40 | 15.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 3427.4 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 13.70 | 1.40 | 15.10 | 17.20 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 3362.5 | Sw | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 13.10 | 0.40 | 16.30 | 15.90 | 13.80 | 2.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2732.5 | SE | Regular | No |  |  |  |  |  | No | No | No | No | No | 7.50 | 0.30 | 4.70 | 8.20 | 18.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 2667.7 | Sw | Regular | Yes | 2 inch | Yes | No | No |  | Yes | No | No | No | No | 2.70 | 1.50 | 6.60 | 7.60 | 11.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 2637.5 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 12.10 | 1.10 | 17.10 | 16.00 | 18.50 | 3.70 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2702.7 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.30 | 0.30 | 4.60 | 9.90 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 2776.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.10 | 0.40 | 7.40 | 2.30 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2847.2 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 15.70 | 1.90 | 14.70 | 13.30 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2896.0 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 11.70 | 1.60 | 14.70 | 15.10 | 12.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 3389.2 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 12.30 | 0.50 | 14.10 | 14.10 | 20.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 3513.6 | NW | Regular | No |  |  |  |  |  | No | No | No | No | No | 31.40 | 8.40 | 15.30 | 23.00 | 37.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D4 | 3075.1 | NW | Regular | No |  |  |  |  |  | Yes | No | No |  | No | 5.30 | 0.70 | 3.80 | 8.90 | 6.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D4 | 3693.1 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | Yes | No | 10.50 | 0.10 | 7.50 | 6.40 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D4 | 6515.0 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 3.00 | 2.20 | 10.00 | 5.40 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 6488.3 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 1.50 | 3.20 | 10.10 | 8.50 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 6406.2 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 3.90 | 2.10 | 5.60 | 15.30 | 12.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 3710.8 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 1.30 | 1.30 | 6.50 | 5.80 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 3682.9 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | No | 1.80 | 0.70 | 5.50 | 6.30 | 7.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 3631.4 | NW | Parallel | No |  |  |  |  |  | No | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.10 | 1.50 | 0.20 | 6.20 | 0.10 | 6.30 | 1.90 |  | No |
| High | Yes | c9 | 3597.1 | NW | Parallel | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.50 | 1.20 | 1.20 | 5.70 | 2.70 | 6.80 | 0.00 |  | No |
| High | Yes | c9 | 3170.3 | NE | Regular | No |  |  |  |  |  | Yes | No | NA | No | No | 5.70 | 1.40 | 7.90 | 6.40 | 15.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 5565.1 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 6.40 | 0.90 | 5.00 | 0.9999 | 14.80 | 0.90 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 1680.3 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.60 | 0.70 | 6.50 | 4.00 | 17.50 | 1.50 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C3 | 2332.1 |  | Regular | Yes | 2 inch | Yes | No | No |  | No | No | Yes | No | No | 7.00 | 1.00 | 9.30 | 8.40 | 13.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C3 | 2341.7 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 10.90 | 0.60 | 6.80 | 9.90 | 25.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 7748.6 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 7.60 | 4.40 | 2.50 | 4.60 | 19.20 | 1.20 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 4700.7 | Nw | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 12.00 | 0.10 | 10.70 | 6.90 | 21.30 | 2.30 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 4707.5 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 6.80 | 2.10 | 12.50 | 4.50 | 18.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 15045.7 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 4.60 | 3.10 | 9.00 | 4.20 | 14.70 | 6.40 | 3.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 15052.1 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 10.50 | 1.50 | 7.20 | 6.80 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 15095.1 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.20 | 3.00 | 6.90 | 4.70 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c8 | 607.0 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 5.40 | 0.70 | 6.70 | 4.70 | 9.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C8 | 1021.5 | sw | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 5.60 | 2.20 | 4.40 | 10.40 | 13.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c8 | 1076.6 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 9.20 | 0.40 | 6.50 | 8.50 | 15.70 | 1.50 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c8 | 1766.1 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 7.80 | 1.40 | 9.50 | 8.10 | 18.80 | 3.80 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 4399.8 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.80 | 1.80 | 11.00 | 5.20 | 14.80 | 0.70 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c8 | 1764.0 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.60 | 1.20 | 7.70 | 8.10 | 15.80 | 6.50 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c8 | 558.5 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.50 | 8.10 | 2.10 | 6.90 | 15.20 | 2.20 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 1816.8 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 9.00 | 2.60 | 5.90 | 5.60 | 15.30 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 2404.3 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 7.60 | 2.40 | 6.40 | 8.30 | 17.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 3972.3 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.10 | 0.70 | 8.20 | 9.30 | 13.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 4019.1 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.80 | 2.60 | 4.70 | 3.30 | 15.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 4224.5 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.70 | 0.70 | 6.20 | 8.50 | 13.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 4277.2 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.80 | 2.00 | 8.20 | 6.90 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | $\stackrel{\text { Yes }}{ }$ | ${ }^{C 7}$ | ${ }^{4521.3}$ | sw | Regular | No |  |  |  |  |  | No | No | NA |  | No | 7.00 | 1.10 | 8.60 | 8.90 | 17.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 4553.4 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.80 | 0.90 | 8.80 | 8.90 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c7 | 4558.9 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.20 | 1.30 | 9.40 | 6.00 | 20.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 4520.9 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.00 | 2.30 | 4.90 | 9.90 | 16.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 4021.0 | NE | Regular | No |  |  |  |  |  | Yes | No | No |  | No | 7.40 | 0.30 | 6.40 | 6.70 | 14.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 3978.6 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.60 | 3.00 | $\stackrel{6.60}{120}$ | 9.20 | 13.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 14334.3 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.20 | 4.10 | 12.00 | 3.60 | 14.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c7 | 2334.9 | Nw | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 9.20 | 0.50 | 11.00 | 13.20 | 17.70 | 2.70 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 1820.3 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 12.00 | 2.30 | 8.70 | 7.90 | 18.70 | 2.70 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 1754.6 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 10.00 | 0.10 | 10.20 | 7.20 | 15.40 | 3.50 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 15635.6 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.00 | 1.50 | 5.00 | 11.70 | 16.40 | 1.40 | 3.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 15593.9 | NW | Regular | Yes |  |  |  |  |  | Yes | No | Yes | No | Yes | 12.70 | 0.60 | 9.30 | 5.30 | 18.10 | 3.00 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 15238.4 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.40 | 2.60 | 7.60 | 8.70 | 21.70 | 6.00 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 81 | 14771.7 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.60 | 0.30 | 8.50 | 8.20 | 7.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| Location Priority | Severe? (Y/N) | Route | Postmile | Intersection Corner | Ramp Type | Signalized Intersection | Button Type | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | Button Out of Reach | $\begin{array}{\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | Flush Transition | Detectable Warning | Terminates in Crosswalk | $\begin{array}{\|c\|} \hline \text { Straight } \\ \text { curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \hline \text { Landing } \end{array}$ | Ramp <br> slope | $\begin{array}{\|c} \text { Ramp X- } \\ \text { Slope } \end{array}$ | Right Flare Slope | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \end{gathered}$ | Gutter Slope + Ramp Slope | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|l\|l\|} \hline \text { Slope } \end{array}$ | $\left.\begin{gathered} \text { Landing } \mathrm{x} \\ \text { slope } \end{gathered} \right\rvert\,$ | $\begin{aligned} & \text { Right } \\ & \text { slope } \end{aligned}$ | $\begin{array}{\|c} \text { Right X- } \mathrm{X} \\ \text { Slope } \end{array}$ | $\begin{gathered} \text { Left } \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|l\|l\|} \hline \text { Left X- } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | ${ }^{81}$ | 14683.1 |  | Regular | No |  |  |  |  |  | No | No | No | No | Yes | 9.20 | 0.10 | 6.00 | 9.00 | 9.40 | 1.40 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 13883.0 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 11.10 | 1.70 | 6.80 | 12.20 | 14.70 | 5.70 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 12040.8 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 9.00 | 2.60 | 5.30 | 8.50 | 15.10 | 2.70 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 11941.0 | NW | Regular | Yes | 2 inch | Yes | No | Yes |  | Yes | Yes | Yes | No | No | 6.80 | 1.80 | 5.00 | 11.80 | 12.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 11638.3 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 7.50 | 0.10 | 7.40 | 12.70 | 14.70 | 1.30 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 11405.2 | sw | Regular | Yes | Older | Yes | Yes | No | No | Yes | No | Yes | No | No | 6.10 | 1.00 | 5.90 | 5.90 | 13.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 11304.6 | NW | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 8.90 | 0.00 | 9.30 | 7.60 | 17.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 11051.2 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | 7.30 | 0.40 | 7.00 | 8.40 | 12.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 11009.4 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.00 | 2.30 | 5.60 | 10.20 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 10733.3 | Sw | Regular | Yes | 2 inch | No | No | Yes | No | Yes | No | Yes | No | No | ${ }^{9} .30$ | 3.70 | 4.40 | 11.40 | 17.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C4 | 3491.1 | sw | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 9.60 | 0.20 | 5.60 | 11.20 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C4 | 3486.7 | NW | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 8.20 | 0.40 | 18.00 | 15.50 | 13.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C4 | 3562.8 | NE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | Yes | 13.20 | 0.10 | 11.70 | 12.80 | 19.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c4 }}$ | 3567.1 | SE | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 5.30 | 1.00 | 4.90 | 8.60 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c2 | 3012.2 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 5.40 | 2.60 | 8.70 | 4.20 | 11.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c2 | 3008.4 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 7.80 | 0.90 | 7.20 | 6.30 | 12.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 11102.0 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 10.90 | 0.30 | 11.40 | 5.70 | 15.50 | 2.70 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 11326.4 | NE | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 7.60 | 2.70 | 9.00 | 4.60 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 4103.0 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 8.00 | 3.30 | 4.10 | 11.60 | 19.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 81 | 11655.4 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 15.10 | 1.50 | 13.50 | 15.60 | 17.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 11945.5 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 5.80 | 5.30 | 11.60 | 6.00 | 18.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | signal cabinet in ramp | No |
| High | Yes | $B_{1}$ | 12025.2 | SE | Regular | Yes | Older | No | No | No | No | Yes | Yes | Yes | No | No | ${ }^{8.80}$ | 4.10 | 9.00 | 2.00 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 12220.5 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.10 | 2.40 | 8.90 | 11.20 | 8.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 12296.4 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 5.00 | 2.20 | 10.50 | 7.80 | 6.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1} 1$ | 14531.5 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.20 | 2.30 | 11.80 | 6.50 | 21.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{11}$ | 14683.3 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 8.00 | 2.10 | 7.70 | 6.30 | 18.40 | 0.10 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 15564.9 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.20 | 2.00 | 11.40 | 4.90 | 18.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1} 1$ | 15654.2 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 5.10 | 1.20 | 10.60 | 8.00 | 18.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 15702.5 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 6.00 | 0.60 | 10.60 | 5.60 | 16.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 5368.8 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.50 | 0.20 | 9.20 | 5.00 | 12.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 529.8 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 6.60 | 0.50 | 11.80 | 5.60 | 12.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 5279.0 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 7.00 | 0.50 | 9.40 | 7.30 | 14.20 | 3.50 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 5248.3 | Nw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.20 | 1.90 | 8.70 | 8.30 | 14.30 | 3.10 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 2957.9 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 6.30 | 1.30 | 4.20 | 6.40 | 16.10 | 2.20 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 2239.6 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.30 | 0.20 | 6.40 | 10.40 | 18.40 | 4.90 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C6 | 1642.8 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 6.10 | 1.00 | 7.30 | 2.70 | 12.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C4 | 2918.3 | NE | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | Yes | No | 12.20 | 0.60 | 18.50 | ${ }^{22.30}$ | 19.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 3421.9 | SE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 9.40 | 5.90 | 0.20 | 7.10 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 1298.5 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.60 | 0.80 | 5.80 | 5.90 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 1343.4 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.60 | 1.60 | 7.40 | 7.00 | 21.80 | 4.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C6 | 1704.3 | NE | Regular | No | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 11.10 | 0.60 | 9.20 | 6.10 | 15.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 2243.0 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.30 | 1.90 | 9.20 | 10.70 | 16.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 2964.6 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.80 | 1.20 | 9.20 | 8.70 | 17.00 | 1.80 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 3617.7 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 9.80 | 2.00 | 13.90 | 11.20 | 21.00 | 1.10 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 7760.1 | NW | Regular | No |  |  |  |  |  | Yes | Yes | No | No | No | 1.90 | 5.50 | 8.60 | 7.70 | 8.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 7810.1 | sw | Regular | No |  |  |  |  |  | Yes | Yes | No | No | No | 2.30 | 1.30 | 7.30 | 6.40 | 9.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 7837.5 | SW | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 6.70 | 0.40 | 6.00 | 7.50 | 14.90 | 3.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 7993.4 | SE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 1.90 | 1.70 | 3.70 | 8.40 | 14.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 7986.2 | SE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 10.50 | 3.40 | 2.00 | 13.30 | 16.10 | 0.20 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 5598.6 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 7.10 | 0.60 | 5.70 | 6.40 | 15.20 | 0.30 | 3.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 5289.4 | SE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | No | 8.40 | 4.30 | 8.20 | 3.10 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 5247.4 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | No | 12.10 | 8.90 | 1.90 | 11.50 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 5233.5 | NW | Regular | No |  |  |  |  |  | Yes | Yes | No | No | No | 11.90 | 3.00 | 10.80 | 6.90 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }_{\text {A10 }}$ | 5277.3 | Sw | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 7.60 | 6.70 | 10.40 | 7.20 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 5600.5 | NW | Regular | No |  |  |  |  |  | Yes | Yes | No | No | No | 8.40 | 5.10 | 10.00 | 2.50 | 14.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B2 | 622.4 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 1.80 | 3.90 | 6.50 | 2.20 | 12.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B3 | 1359.1 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes |  | No | 1.00 | 5.40 | 5.90 | 2.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B3 | 1363.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes |  | No | ${ }_{0} 0.00$ | 0.00 | 0.00 | 0.00 | 7.80 | 1.80 | 0.90 | 6.40 | 2.20 | 6.90 | 1.40 |  | No |
| High | Yes | B2 | 12785.1 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.30 | 6.80 | 16.30 | 3.00 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B2 | 12848.1 | sw | Regular | No |  |  |  |  |  | No | No | NA |  | No | 13.30 | 4.30 | 16.00 | 3.80 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B2 | 12845.5 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.00 | 8.80 | 1.70 | 17.30 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B2 | 12798.8 | NE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 9.90 | 2.70 | 13.80 | 15.20 | 14.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B2 | 13450.9 | NE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 9.30 | 2.90 | 11.20 | 6.60 | 15.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B2 | 13511.9 | NW | Regular | No |  |  |  |  |  | No | No | NA |  | No | 11.40 | 0.90 | 7.80 | 6.40 | 19.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 5578.1 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.00 | 1.50 | 11.90 | 13.80 | 15.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D2 | 799.8 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 2.40 | 2.30 | 9.50 | 2.20 | 23.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D2 | 757.6 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 6.50 | $\frac{1.50}{1.50}$ | 4.70 | 9.20 | 19.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | ${ }^{5}$ | 5512.3 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.70 | 1.50 | 7.30 | 8.10 | 18.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| $\underset{\text { High }}{\text { High }}$ | Yes | C5 | $\frac{7948.1}{1676.8}$ | $\frac{\mathrm{NE}}{\text { NE }}$ | $\frac{\text { Regular }}{\text { Regular }}$ | $\frac{\text { No }}{\text { No }}$ |  |  |  |  |  | $\frac{\text { Yes }}{\text { Yes }}$ | $\frac{\text { No }}{\text { No }}$ | $\frac{\text { NA }}{\text { NA }}$ |  | $\frac{\text { No }}{\text { No }}$ | $\frac{8.20}{7.40}$ | $\frac{1.20}{0.90}$ | $\frac{7.50}{6.50}$ | $\stackrel{5.20}{8.30}$ | $\frac{8.90}{15.70}$ | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | $\stackrel{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | 0.00 0.00 |  | $\frac{\text { No }}{\text { No }}$ |
| High | Yes | ${ }^{5} 5$ | 6019.5 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | ${ }_{6} 6.50$ | ${ }^{2.40}$ | ${ }^{\text {9.00 }}$ | $\frac{8.50}{6.50}$ | 12.90 | $\stackrel{0}{0.00}$ | ${ }_{0} 0.00$ | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c }}$ | 5556.1 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 7.60 | 0.90 | 9.90 | 6.40 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| $\begin{gathered} \text { Location } \\ \text { Priority } \end{gathered}$ | $\begin{aligned} & \text { Severe? } \\ & \text { (y/N) } \end{aligned}$ | Route | Postmile | Intersection | Ramp Type | Signalized | $\left.\begin{array}{\|c} \hline \text { Button } \\ \text { Type } \end{array} \right\rvert\,$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Lever } \end{array}$ | $\begin{gathered} \text { Button Too } \\ \text { High } \end{gathered}$ | $\begin{aligned} & \text { Button Out } \\ & \text { of Reach } \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | Detectable Warning | Terminates in <br> Crosswalk | $\begin{aligned} & \text { Stright } \\ & \text { curbt } \end{aligned}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|c\|} \hline \text { Landing } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Ramp } \\ \text { Slope } \end{array}$ | Ramp X- Slope | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ |  | Gutter Slope + Ramp Slope | $\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Landing X- } \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\left\|\begin{array}{\|c\|c\|} \hline \text { Right } \mathrm{X} \\ \text { Slope } \end{array}\right\|$ | $\begin{array}{\|c} \text { Left } \\ \text { Slope } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } \mathrm{X} \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | ${ }^{\circ} 5$ | 5501.6 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.10 | 1.70 | 2.10 | 11.00 | 15.60 | 1.40 | 3.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c5 | 4832.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | No | 0.70 | 1.00 | 0.00 | 0.00 | 1.20 | 0.70 | 1.00 | 7.00 | 0.60 | 5.20 | 0.10 |  | No |
| High | Yes | c5 | 4221.5 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 14.70 | 0.70 | 18.00 | 17.90 | 20.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{5}$ | 4246.4 |  | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 11.10 | 2.60 | 22.10 | 22.20 | 21.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c5 | 4593.2 |  | Regular | No |  |  |  |  |  | Yes |  |  |  | No | 6.90 | 0.40 | 13.00 | 18.10 | 19.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c5 | 7990.0 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 7.50 | 0.20 | 12.50 | 11.00 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c5 | 1983.4 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 9.70 | 1.70 | 6.10 | 10.50 | 20.30 | 1.90 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D3 | 1055.8 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.50 | 5.40 | 11.50 | 4.20 | 20.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D3 | 1106.9 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.70 | 2.40 | 5.80 | 11.00 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D3 | 1461.6 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 11.60 | 4.80 | 14.90 | 0.80 | 17.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D3 | 1512.9 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.30 | 1.60 | 6.40 | 14.20 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c2 | 4275.9 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 5.20 | 0.70 | 5.40 | 9.00 | 8.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c2 | 3636.9 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 10.90 | 0.80 | 4.10 | 10.30 | 20.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c2 }}$ | 3764.6 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 4.10 | 3.00 | 6.70 | 12.60 | 12.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c2 | 3803.9 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 5.30 | 5.50 | 15.10 | 0.70 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C2 | 3882.2 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.10 | 0.10 | 9.80 | 7.40 | 12.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c2 | 3947.5 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 5.20 | 4.40 | 14.20 | 4.00 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $\mathrm{C}^{2}$ | 4273.9 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 6.10 | 3.30 | 10.90 | 10.80 | 8.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c2 }}$ | 4199.1 | Nw | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 1.10 | 0.60 | 5.80 | 13.10 | 6.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c }} 4$ | 1320.6 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | ${ }_{7} 7.20$ | 6.50 | 12.90 | 3.00 | 8.00 | $\stackrel{0}{0.00}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C4 | 3655.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 15.60 | 0.50 | 11.20 | 8.50 | 20.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C4 | 3689.8 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.90 | 7.10 | 9.70 | 8.50 | 16.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c }}$ | 338.5 | NW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 7.50 | 0.30 | 9.30 | 2.40 | 25.60 | 0.00 | 0.00 | 0.00 | 0.00 | ${ }^{0.00}$ | 0.00 |  | No |
| High | Yes | C5 | 400.8 | NE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 10.70 | 0.60 | 8.30 | 8.30 | 19.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 795.8 | sw | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 10.30 | 4.20 | 9.80 | 6.60 | 21.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c }}$ | 398.7 | SE | Regular | Yes |  |  |  |  | No | Yes | No | Yes |  | No | 12.30 | 0.50 | 8.20 | 8.70 | 16.00 | 0.00 | 0.00 | 0.00 | 0.00 | ${ }^{0.00}$ | 0.00 |  | No |
| High | Yes | c5 | 340.1 | sw | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 8.60 | 4.90 | 10.00 | 4.50 | 17.30 | 1.30 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A1 | 5046.5 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 19.60 | 3.50 | 8.90 | 6.20 | 22.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $\mathrm{A}^{2}$ | 2044.1 | Nw | Regular | No |  |  |  |  |  | Yes | No | No |  | Yes | 10.70 | 0.90 | 16.20 | 7.60 | 20.10 | 4.80 | 3.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A2 | 2107.2 | SE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 10.90 | 0.60 | 24.80 | 23.90 | 15.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $\mathrm{A}^{2}$ | 2047.2 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.90 | 1.10 | 11.40 | 5.80 | 17.80 | 5.90 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 0.0 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 11.70 | 1.20 | 7.30 | 7.20 | 18.30 | 3.80 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 0.0 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 9.00 | 2.60 | 12.70 | 6.70 | 16.40 | 2.30 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 0.0 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 14.50 | 4.70 | 13.20 | 23.20 | 21.10 | 6.40 | 7.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 0.0 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 14.80 | 0.30 | 16.80 | 17.60 | 20.00 | 13.50 | 0.10 | 0.00 | 0.00 | ${ }_{0} 0.00$ | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 2.7 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 2.60 | 6.30 | 4.10 | 9.70 | 14.20 | 8.20 | 8.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 1457.1 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.90 | 4.30 | 26.40 | 31.00 | 17.30 | 1.60 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 1476.7 | Nw | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 9.90 | 3.00 | 39.30 | 35.20 | 15.50 | 3.00 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 11.6 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.40 | 6.90 | 16.80 | 1.70 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $A^{\text {A }}$ | 4.2 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 1.30 | 0.40 | 7.10 | 1.40 | 5.90 | 1.70 | 4.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }_{\text {A }}$ | 509.0 | NW | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 8.70 | 1.10 | 8.70 | 10.40 | 8.80 | 1.50 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }_{\text {A }}$ | 581.3 | sw | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 11.40 | 0.10 | 20.50 | 29.10 | 14.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 949.4 | sw | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | Yes | 10.70 | 2.80 | 8.20 | 11.20 | 14.90 | 5.80 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 4255.2 | SE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 7.70 | 1.00 | 8.50 | 7.50 | 16.20 | 1.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }_{\text {A }}$ | 3805.5 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 1.00 | 15.00 | 2.30 | 29.70 | 10.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 3553.7 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.90 | 1.00 | 11.20 | 13.80 | 12.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 3527.4 | Nw | Regular | No |  |  |  |  |  | No | Yes | No | No | No | 7.20 | 4.80 | 2.10 | 13.00 | 11.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }_{\text {A }}$ | 3353.3 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 11.90 | 3.50 | 11.30 | 8.90 | 18.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 3669.1 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 0.30 | 7.50 | 0.9999 | 1.20 | 14.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 4280.1 | sw | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 2.20 | 1.60 | 8.30 | 7.30 | 11.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A5 | 402.2 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 6.20 | 1.30 | 11.50 | 7.80 | 12.20 | 4.50 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A5 | 339.8 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 7.30 | 0.80 | 8.10 | 6.50 | 15.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E7 | 333.3 | sw | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 5.80 | 0.50 | 8.30 | 8.40 | 6.50 | 3.80 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 5987.8 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 11.90 | 0.80 | 9.00 | 8.50 | 15.80 | 0.60 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E7 | 45.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 10.40 | 0.70 | 11.20 | 9.20 | 12.40 | 2.40 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E7 | 17.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.60 | 1.30 | 10.00 | 4.00 | 13.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A5 | 403.0 | sw | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 6.40 | 0.50 | 9.30 | 7.90 | 15.10 | 4.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 10869.3 | NE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 8.10 | 5.50 | 8.70 | 6.60 | 17.90 | 0.40 | 3.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 10026.9 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 9.10 | 3.70 | 10.20 | 6.60 | 15.20 | 3.70 | 3.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9708.5 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 8.70 | 0.60 | 7.90 | 10.70 | 19.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9632.5 | NW | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 6.50 | 1.20 | 7.40 | 6.70 | 11.00 | 5.40 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9309.4 | sw | Regular | No |  |  |  |  |  | No | Yes | NA |  | Yes | 6.50 | 0.50 | 7.10 | 7.30 | 14.20 | 2.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9279.2 | sw | Regular | No |  |  |  |  |  | No | Yes | NA |  | Yes | 88.80 | 2.30 | 9.50 | 10.60 | 15.70 | 1.20 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9034.7 | NW | Regular | No |  |  |  |  |  | No | No | NA |  | No | 8.20 | 1.70 | 7.20 | 13.00 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 8897.7 | sw | Regular | Yes |  |  |  |  | No | No | No | Yes | Yes | Yes | 8.50 | 0.50 | 7.70 | 8.00 | 15.60 | $\stackrel{1.40}{ }$ | ${ }^{2} .30$ | 0.00 | $\stackrel{0}{0.00}$ | ${ }_{0} 0.00$ | 0.00 |  | No |
| High | Yes | A6 | 8883.7 | sw | Regular | Yes |  |  |  |  | No | No | No | Yes | No | Yes | 8.30 | 1.30 | 10.70 | 5.70 | 18.20 | 3.80 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 8823.1 | NE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.00 | 0.20 | 6.90 | 9.90 | 17.10 | 4.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9025.4 |  | Regular |  |  |  |  |  |  | No | No | NA |  | Yes | 8.10 | 0.70 | 12.20 | 9.00 | 15.40 | 3.60 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9098.2 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Ves | 7.10 | 0.60 | 7.40 | 6.50 | 15.50 | 1.70 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9288.6 | NE | Regular | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 6.60 | 1.70 | 6.10 | 6.00 | 14.60 | 2.30 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9636.4 | NE | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | Yes | 7.70 | 0.90 | 8.70 | 6.80 | 16.40 | 1.70 | 5.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9695.8 | SE | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 7.30 | 1.80 | 4.50 | 7.20 | 17.60 | 1.00 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| $\begin{aligned} & \begin{array}{l} \text { Location } \\ \text { Priority } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & (Y / N) \\ & \hline \end{aligned}$ | Route | Postmile | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Intersection } \\ \text { Corner } \end{array} \\ \hline \end{array}$ | Ramp Type | $\begin{gathered} \begin{array}{c} \text { Signalized } \\ \text { Intersection } \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|l\|} \hline \text { Button } \\ \text { Type } \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{array}$ | Terminates in <br> Crosswalk | $\begin{gathered} \text { Straight } \\ \text { curb } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Tonding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slone } \end{gathered}$ | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Gutter Slope } \\ \text { Ramp Slope } \end{array} \end{array}$ | $\begin{array}{\|c} \text { Landing } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Landing } X \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \begin{array}{c} \text { Right } x- \\ \text { Slope } \end{array} \end{array}$ | $\begin{gathered} \substack{\text { Left } \\ \text { Slope }} \end{gathered}$ | $\begin{array}{\|l\|} \hline \text { Left } x- \\ \text { Slope } \\ \hline \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | ${ }^{\text {A6 }}$ | 5837.3 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 6.00 | 0.00 | 6.10 | 9.20 | 16.40 | 3.10 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 5785.7 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 8.20 | 1.10 | 9.30 | 8.40 | 14.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 5631.2 | NW | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 7.10 | 0.10 | 8.40 | 7.40 | 15.50 | 3.70 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 5639.1 | sw | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 8.30 | 3.00 | 6.60 | 8.60 | 12.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 5745.5 |  | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 9.30 | 0.30 | 6.10 | 6.90 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 5759.1 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.60 | 1.00 | 8.80 | 9.00 | 11.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 5787.3 | NW | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 8.70 | 2.20 | 15.10 | 6.40 | 10.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 5847.3 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 5.70 | 3.80 | 5.50 | 0.9999 | 17.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 6296.2 | NW | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | Yes | 5.60 | 1.10 | 8.90 | 11.10 | 12.20 | 5.50 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 6335.6 | NW | Regular | Yes |  |  |  |  | No | No | No | Yes | No | Yes | 6.20 | 1.40 | 8.40 | 6.30 | 14.90 | 5.20 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3175.4 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.90 | 7.40 | 5.60 | 22.80 | 19.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3205.0 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.40 | 1.50 | 16.60 | 15.30 | 26.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3578.5 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | ${ }^{9.80}$ | 2.20 | 20.00 | 10.70 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3607.5 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.50 | 3.50 | 10.80 | 18.50 | 17.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4018.2 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 9.70 | 5.80 | 22.30 | 3.50 | 17.60 | 0.70 | 7.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4099.7 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | Yes | No | 12.70 | 3.60 | 14.60 | 13.90 | 22.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4542.7 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 19.20 | 0.60 | 12.90 | 8.20 | 24.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4571.7 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 10.50 | 8.90 | 3.60 | 15.80 | 22.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4563.8 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 14.80 | 1.00 | 9.90 | 9.40 | 28.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4539.4 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.80 | 5.70 | 16.60 | 7.00 | 23.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4370.2 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 15.20 | 1.40 | 17.20 | 16.80 | 23.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 4062.3 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 8.90 | 5.90 | 9.40 | 17.70 | 17.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 4047.1 | NE | Regular | No |  |  |  |  |  | No | No | Yes | Yes | No | 11.00 | 3.30 | 16.90 | 14.40 | 22.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3889.3 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.30 | 3.50 | 15.80 | 14.60 | 23.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3865.8 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.10 | 1.30 | 10.30 | 6.20 | 18.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3780.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.40 | 0.50 | 4.20 | 8.70 | 7.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3772.2 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | ${ }^{5.60}$ | 0.60 | 9.50 | 6.20 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3678.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.90 | 1.60 | 11.00 | 5.00 | 9.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3653.5 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.30 | 0.00 | 8.80 | 9.10 | 8.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3616.3 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.00 | 3.30 | 23.00 | 4.60 | 16.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3594.1 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.80 | 5.40 | 4.00 | 13.60 | 19.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3351.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 3.20 | 7.50 | 13.20 | 1.30 | 13.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3319.6 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.80 | 9.00 | 7.60 | 9.80 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{6}$ | 31606.5 |  | Regular | No |  |  |  |  |  | No | No | NA | No | No | 13.30 | 1.50 | 12.70 | 7.10 | 23.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 31652.6 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 9.50 | 8.80 | 19.30 | 0.40 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 31348.3 | NE | Regular | No |  |  |  |  |  | No | No | Yes | Yes | No | 16.00 | 3.00 | 17.10 | 23.50 | 21.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 30631.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | ${ }_{7} 7.20$ | 1.20 | 9.30 | 10.10 | 11.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 30165.4 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.00 | 0.10 | 9.40 | 6.10 | 9.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{5}$ | 30132.3 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.50 | 2.00 | 6.70 | 6.50 | 6.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {B5 }}$ | 29890.2 | NE | Regular | Yes | 2 inch | No | No | No |  | Yes | No | Yes | No | No | 3.70 | 0.90 | 4.70 | 9.00 | 11.00 | ${ }^{0.00}$ | 0.00 | ${ }^{0.00}$ | 0.00 | ${ }^{0.00}$ | 0.00 | button approx. 20 feet from ramp | No |
| High | Yes | ${ }^{5}$ | 29837.6 | NE | Regular | Yes | 2 inch | Yes | No | No |  | No | No | Yes | No | No | 2.00 | 0.20 | 1.80 | 2.90 | 6.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 29782.8 | NW | Regular | Yes | 2 inch | No | Yes | No |  | Yes | Yes | Yes | No | No | 2.90 | 1.30 | 7.40 | 5.90 | 10.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 28871.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 11.90 | 0.10 | 9.40 | 9.90 | 22.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 27225.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 10.60 | 1.40 | 9.60 | 8.60 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 27191.5 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.60 | 1.60 | 6.00 | 10.70 | 11.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 27192.7 | sw | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 9.40 | 3.00 | 10.90 | 4.30 | 11.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 27212.3 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.00 | 3.30 | 5.10 | 8.90 | 13.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 85 | 29107.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.30 | 2.10 | 8.20 | 6.10 | 12.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 29828.3 | SE | Regular | Yes | 2 inch | No | No | Yes |  | Yes | No | Yes | No | No | 8.00 | 1.70 | 1.80 | 6.00 | 18.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 29851.0 | SE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 11.60 | 3.60 | 15.00 | 5.70 | 24.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 31347.5 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 20.30 | 10.90 | 19.40 | 12.30 | 28.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 24557.4 | NE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 14.40 | 1.90 | 2.00 | 2.20 | 2.30 | 9.80 | 3.30 |  | No |
| High | Yes | ${ }^{5}$ | 24516.5 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 5.30 | 1.70 | 6.90 | 9.10 | 15.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 24566.4 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 6.20 | 0.70 | 9.70 | 7.90 | 10.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 85 | 23909.5 | Sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.40 | 0.70 | 8.70 | 9.20 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 23986.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 18.60 | 2.60 | 1.60 | 6.50 | 0.50 | 6.60 | 1.00 |  | No |
| High | Yes | B5 | 23889.9 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.50 | 0.70 | 7.10 | 8.50 | 17.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 23335.5 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.60 | 0.10 | 9.30 | 8.40 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 20254.5 | NE | Regular | Yes | 2 inch | No | Yes | Yes | No | No | No | Yes | No | No | 9.80 | 0.40 | 11.00 | 14.80 | 19.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 2102.3 | NE | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | ${ }^{9.50}$ | 1.40 | 5.80 | 9.90 | 15.00 | 5.40 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 85 | 4920.6 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.50 | 3.60 | 7.40 | 10.30 | 19.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 7334.5 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | Yes | 9.70 | 1.00 | 11.90 | 7.90 | 27.00 | 6.30 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 11780.8 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 6.90 | 1.20 | 8.20 | 8.50 | 21.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 11750.3 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 10.10 | 0.50 | 6.80 | 8.50 | 30.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 11704.5 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 12.80 | 0.30 | 6.80 | 8.70 | 27.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 10736.0 | sw | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | ${ }^{6.30}$ | 0.20 | 4.50 | 5.60 | 17.80 | 1.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 11242.6 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 4.20 | 1.90 | 8.20 | 4.00 | 9.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | ${ }^{113022.3}$ | NE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 7.40 | 2.70 | 3.20 | 7.90 | 7.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{85}$ | 11728.0 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 2.70 | 4.30 | 9.00 | 3.20 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 85 | 11788.8 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 10.20 | 1.20 | 9.50 | 7.90 | 27.60 | 2.50 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 7275.4 | NW | Regular | Yes | 2 inch | No | № | No | No | Yes | No | Yes |  | Yes | ${ }^{9.30}$ | 1.20 | 10.10 | 8.90 | 25.80 | 2.80 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| $\begin{gathered} \text { Location } \\ \text { Priority } \end{gathered}$ | $\begin{gathered} \text { Severe? } \\ (\mathrm{V} / \mathrm{N}) \end{gathered}$ | Route | Postmile | Intersection | Ramp Type | $\begin{aligned} & \text { Signalized } \\ & \text { Intersection } \end{aligned}$ | $\left.\begin{array}{\|c} \hline \text { Button } \\ \text { Type } \end{array} \right\rvert\,$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Lever } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | Button Out of Reach | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \\ \hline \end{array}$ | Detectable Warning | Terminates in <br> Crosswalk | $\begin{aligned} & \text { Stright } \\ & \text { curbt } \end{aligned}$ | $\begin{array}{\|c\|} \hline \text { Tond } \\ \text { Landing } \end{array}$ | Ramp <br> slope | Ramp X- Slope | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \end{gathered}$ | Gutter Slope + Ramp Slope | $\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Landing X- } \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\left\|\begin{array}{\|c\|c\|} \hline \text { Right } \mathrm{X} \\ \text { Slope } \end{array}\right\|$ | $\begin{array}{\|c} \text { Left } \\ \text { Slope } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } \mathrm{X} \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B9 | 7222.4 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | No | 9.30 | 0.50 | 9.20 | 11.60 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{85}$ | 12266.0 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | No | 7.70 | 0.10 | 7.30 | 6.20 | 12.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E8 | 906.4 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | No | 5.20 | 1.00 | 7.50 | 7.80 | 12.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E8 | 906.7 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | Yes | 8.30 | 0.90 | 9.80 | 5.40 | 18.60 | 8.40 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{85}$ | 14047.8 |  | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 16.20 | 1.30 | 7.20 | 6.30 | 28.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1}$ | 208.1 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 8.30 | 0.10 | 9.90 | 8.10 | 17.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $\mathrm{Cl}^{1}$ | 279.1 | NE | Regular | No |  |  |  |  | No | No | No | Yes |  | Yes | 8.10 | 2.10 | 11.70 | 15.30 | 21.40 | 0.90 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{85}$ | 14032.9 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 10.80 | 4.10 | 10.30 | 6.90 | 23.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 14032.5 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 9.80 | 0.10 | 8.30 | 11.20 | 19.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{85}$ | 14338.8 | Sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | Yes | 12.70 | 0.10 | 19.30 | 20.10 | 23.50 | 0.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 85 | 14403.6 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | No | 6.90 | 0.30 | 8.80 | 8.70 | 16.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 14716.6 | sw | Regular | No |  |  |  |  | No | No | No | No |  | No | 11.20 | 0.80 | 14.50 | 20.50 | 18.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{5}$ | 14767.7 | SE | Regular | No |  |  |  |  | No | No | No | No |  | No | 11.90 | 2.60 | 19.20 | 15.90 | 20.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 5998.9 | Nw | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | 14.30 | 0.50 | 18.80 | 15.00 | 14.60 | $\stackrel{0.0}{0.20}$ | ${ }_{1}{ }_{1} .20$ | ${ }^{0.00}$ | 0.00 | $\stackrel{0}{0.00}$ | 0.00 |  | No |
| High | Yes | ${ }^{5}$ | 15842.5 | sw | Regular | No | 2 inch | No | No | № | Yes | No | No | Yes |  | No | 6.40 | 0.90 | 16.20 | 13.40 | 15.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | rough pavement | No |
| High | ves | ${ }^{810}$ | 5839.3 | Nw | Regular | Yes | 2 inch | No | No | No | Yes | No | No | Yes | No | No | ${ }^{9.60}$ | 1.80 | 8.40 | 10.70 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | utility grate in middle of curb ramp | No |
| High | Yes | E8 | 575.4 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 11.20 | 0.60 | 15.80 | 10.10 | 22.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E8 | 179.1 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 5.80 | 2.10 | 8.00 | 8.70 | 18.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E8 | 175.9 | Nw | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 9.80 | 0.80 | 8.90 | 6.60 | 17.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E8 | 0.0 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.50 | 0.20 | 9.60 | 3.40 | 21.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {E }}$ | 216.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.80 | 1.70 | 8.00 | 5.00 | 23.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E8 | 561.1 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.80 | 1.90 | 7.50 | 5.70 | 27.40 | 0.00 | 0.00 | 0.00 | 0.00 | ${ }^{0.00}$ | 0.00 |  | No |
| High | Yes | E8 | 571.7 | Sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.30 | 0.20 | 4.70 | 4.80 | 18.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E8 | 844.1 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 14.70 | 0.60 | 13.70 | 21.50 | 25.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 17312.1 | SE | Parallel | Yes | 2 inch | Yes | No | Yes | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 16.10 | 0.90 | 0.30 | 7.50 | 2.40 | 9.10 | 1.00 |  | No |
| High | Yes | ${ }^{6}$ | 17251.7 | Sw | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes |  | Yes | 8.10 | 0.80 | 5.70 | 5.40 | 15.70 | 1.20 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 16633.2 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 6.00 | 0.50 | 6.20 | 6.00 | 15.10 | 5.10 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 16271.0 | SE | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | 4.60 | 1.30 | 8.40 | 8.50 | 14.60 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{85}$ | 15911.8 | SE | Regular | Yes | 2 inch | Yes | No | No | Yes | No | No | Yes |  | Yes | 11.40 | 1.20 | 18.70 | 7.70 | 15.70 | 1.90 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 5823.5 | NE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes |  | No | 13.80 | 1.10 | 10.10 | 5.40 | 29.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | utility cover on left ramp | No |
| High | Yes | B5 | 17260.9 | Nw | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 11.20 | 1.20 | 0.40 | 8.60 | 0.40 | 7.00 | 0.30 |  | No |
| High | Yes | B5 | 17320.9 | NE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 9.90 | 1.40 | 0.30 | 7.10 | 0.50 | 7.00 | 0.50 |  | No |
| High | Yes | ${ }^{85}$ | 18109.5 | Nw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 9.50 | 1.60 | 6.30 | 7.90 | 16.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 18147.9 | Nw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 10.40 | 0.50 | 5.90 | 6.10 | 26.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 18188.6 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 10.20 | 0.60 | 7.40 | 6.70 | 20.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{85}$ | 18386.5 | Nw | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 16.20 | 0.60 | 2.80 | 8.90 | 2.20 | 5.50 | 1.20 |  | No |
| High | Yes | 85 | 18425.8 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 13.50 | 2.50 | 1.00 | 6.60 | 2.20 | 8.00 | 0.60 |  | No |
| High | Yes | B5 | 18329.5 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 9.60 | 1.00 | 0.9999 | 8.30 | 25.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{85}$ | 18289.7 |  | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 12.90 | 1.60 | 7.90 | 6.40 | 26.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | 85 | 18107.2 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 8.00 | 1.10 | 7.70 | 6.30 | 18.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B8 | 6798.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.80 | 1.80 | 8.10 | 7.20 | 14.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B8 | 6787.1 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 12.50 | 1.20 | 9.90 | 10.90 | 13.90 | 3.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 810 | 7830.9 | NW | Regular | Yes | 2 inch | Yes | No | No | Yes | No | No | Yes | No | Yes | 9.00 | 1.30 | 6.80 | ${ }_{8} 8.80$ | 15.30 | ${ }^{3.40}$ | 2.00 | 0.00 | 0.00 | ${ }_{0} 0.00$ | 0.00 |  | No |
| High | Yes | B8 | 672.1 | NW | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | Yes | 8.70 | 1.90 | 12.50 | 4.60 | 15.10 | 0.50 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 7801.1 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 7.20 | 0.30 | 5.00 | 4.20 | 17.10 | 3.50 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B8 | 6392.2 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 10.80 | 2.00 | 9.10 | 8.50 | 20.10 | 5.30 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B8 | 5728.6 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 11.80 | 2.10 | 24.40 | 21.60 | 17.80 | 2.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{88}$ | 6784.1 | SE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 5.80 | 0.20 | 7.30 | 8.10 | 18.30 | 1.80 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 4026.4 | NW | Regular | Yes | Older | No | No | No | No | Yes | No | Yes |  | No | 5.70 | 1.00 | 8.10 | 9.40 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{84}$ | 4097.3 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes |  | No | 8.50 | 2.10 | 9.00 | 8.90 | 13.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B4 | 4091.6 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | Yes | 5.70 | 5.20 | 9.70 | 6.20 | 18.90 | 2.10 | 5.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{84}$ | 4027.5 | sw | Parallel | Yes | Older | No | No | No | No | Yes | No | Yes |  | No | 5.90 | 3.10 | 8.40 | 11.20 | 17.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{84}$ | 15253.1 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 11.40 | 1.90 | 7.40 | 10.70 | 17.20 | 4.10 | 2.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{84}$ | 15312.5 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 5.40 | 2.60 | 9.00 | 6.10 | 15.40 | 4.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 810 | 4523.4 | NE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | No | 14.00 | 0.70 | 9.70 | 14.00 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{84}$ | 17165.8 | NW | Regular | Yes | 2 inch | No | Yes | No | Yes | Yes | No | Yes | No | No | 10.20 | 0.00 | 10.60 | 14.20 | 22.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 4596.5 | sw | Regular | Yes | 2 inch | No | Yes | No | Yes | Yes | No | Yes | No | No | 3.60 | 1.40 | 8.10 | 7.80 | 9.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 4597.2 | SE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | No | 12.80 | 3.30 | 8.30 | ${ }^{11.30}$ | 22.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 4301.8 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.80 | 2.10 | 9.80 | 8.70 | 22.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 810 | 4278.1 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 14.50 | 2.80 | 10.40 | 8.50 | 24.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 4039.7 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 13.40 | 1.20 | 8.90 | 11.10 | 22.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 4025.4 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.20 | 1.30 | 10.00 | 9.50 | 20.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 810 | 3779.1 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.80 | 0.40 | 8.30 | 9.30 | 19.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{810}$ | ${ }^{37755.6}$ | ${ }_{\text {NE }}^{\text {SE }}$ | Regular | No |  |  |  |  |  | Yes | No | Yes | No |  | $\begin{array}{\|l\|l\|} \hline 13.00 \\ \hline \end{array}$ |  |  | 8.40 | 23.70 |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Hiligh | Yes | $\frac{810}{810}$ | ${ }_{3523.7}^{3311.5}$ | $\frac{\text { SE }}{\text { SE }}$ | $\frac{\text { Regular }}{\text { Regular }}$ | No | 2 inch | No | No | No | Yes | $\frac{\mathrm{Yes}}{\text { Yes }}$ | No | $\frac{\text { Yes }}{\text { Yes }}$ | $\frac{\mathrm{No}}{\text { No }}$ | $\frac{\mathrm{N}^{\prime}}{\mathrm{No}}$ | $\frac{13.30}{2.00}$ | $\frac{1.40}{1.80}$ | $\frac{11.00}{5.20}$ | $\frac{10.00}{9.50}$ | $\frac{22.80}{8.80}$ | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | ${ }_{0}^{0.00}$ | 0.00 | ${ }_{0}^{0.00} 0$ | 0.00 |  | $\frac{\text { No }}{\text { No }}$ |
| High | Yes | B10 | 3247.6 | NE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | No | ${ }^{10.30}$ | 0.10 | 9.20 | 7.30 | ${ }_{19} 19.70$ | $\stackrel{0}{0.00}$ | $\stackrel{0}{0.00}$ | ${ }_{0} 0.00$ | ${ }_{0} 0.00$ | ${ }_{0} 0.00$ | 0.00 |  | No |
| High | Yes | B10 | 3241.4 | NW | Regular | Yes | 2 inch | No | No | No | Yes | No | No | Yes | No | No | 12.90 | 1.20 | 5.40 | 11.10 | 26.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 3253.8 | NW | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | No | 13.20 | 0.20 | 7.00 | 16.50 | 22.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 3314.4 | sw | Regular | Yes | 2 inch | No | No | No | Yes | No | No | Yes | No | No | 15.80 | 2.10 | 10.80 | 11.30 | 31.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 3325.2 | sw | Regular | Yes | 2 inch | No | No | Yes | Yes | Yes | No | Yes | No | No | 10.90 | 4.10 | 14.10 | 2.20 | 20.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| Location Priority | Severe? (Y/N | Route | Postmile | Intersection Corner | Ramp Type | Signalized Intersection | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|c\|} \substack{\text { Type }} \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | Button Out of Reach | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { signal } \end{array}$ | Flush Transition | Detectable Warning | Terminates in <br> Crosswalk | $\begin{gathered} \text { Straight } \\ \text { Curb } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Tonding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \text { Ramp X- } \\ \text { Slope } \end{array}$ | Right Flare Slope | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \end{gathered}$ | Gutter Slope + Ramp Slope | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|l\|l\|} \hline \text { Slope } \end{array}$ | $\left.\begin{array}{\|c} \text { Landing } \mathrm{x} \\ \text { slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \text { Right } \\ & \text { slope } \end{aligned}$ | $\begin{gathered} \begin{array}{c} \text { Right } x- \\ \text { Slope } \end{array} \end{gathered}$ | $\begin{aligned} & \substack{\text { Left } \\ \text { slope }} \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left X- } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | 810 | 4046.1 | sw | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 8.60 | 2.20 | 0.00 | 7.90 | 21.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 810 | 4490.4 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 13.20 | 0.10 | 10.80 | 8.00 | 21.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 810 | 4506.5 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 4.90 | 1.10 | 9.80 | 12.40 | 7.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 2564.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 1.50 | 1.10 | 10.30 | 4.90 | 13.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $B 10$ | 2559.6 | NW | Parallel | No |  |  |  |  |  | Yes | No | Yes | No | No | 2.20 | 0.10 | 8.10 | 9.30 | 5.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 810 | 2592.0 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 13.60 | 1.40 | 25.30 | 21.10 | 23.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 810 | 7493.9 | sw | Regular | Yes | 2 inch | Yes | No | No | Yes | Yes | Yes | Yes |  | Yes | 6.90 | 1.10 | 21.20 | 16.50 | 19.30 | 12.90 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B10 | 7494.9 | SE | Regular | Yes | 2 inch | No | No | Yes | No | Yes | No | Yes |  | No | 7.90 | 1.50 | 9.10 | 5.10 | 13.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B8 | 5248.6 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 9.90 | 1.20 | 24.50 | 24.00 | 12.10 | 1.90 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B8 | 3630.8 | NE | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 6.70 | 1.70 | 5.00 | 10.70 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B8 | 4026.5 | NW | Regular | Yes | 2 inch | Yes | No | No | Yes | Yes | Yes | Yes | No | Yes | 3.40 | 0.00 | 6.00 | 4.80 | 19.40 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 88 | 4139.5 | NE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 2.60 | 1.60 | 7.10 | 8.10 | 17.10 | 0.30 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B8 | 4155.0 |  | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 3.50 | 1.60 | 10.10 | 5.80 | 14.30 | 2.20 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 84 | 2864.4 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 8.50 | 1.80 | 8.30 | 11.10 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 84 | 2833.7 | NW | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 5.20 | 2.50 | 4.80 | 8.20 | 11.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{84}$ | 1944.5 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | No | 3.00 | 0.70 | 8.40 | 7.70 | 7.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B4 | 1869.7 | sw | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes |  | No | 2.20 | 2.10 | 5.30 | 11.30 | 7.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 84 | 1881.2 | SE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes |  | No | 3.90 | 0.60 | 9.80 | 8.50 | 4.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{84}$ | 1950.6 | NE | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 2.30 | 0.60 | 8.10 | 11.40 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 84 | 2432.9 |  | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 7.50 | 3.20 | 5.30 | 8.60 | 9.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 84 | 2459.0 |  | Regular | No |  |  |  |  | No | No | No | No |  | No | 7.90 | 1.10 | 7.80 | 4.80 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{84}$ | 2623.2 |  | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 6.70 | 0.50 | 8.40 | 8.30 | 9.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{4} 4$ | 655.7 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes |  | No | 3.30 | 2.50 | 4.90 | 5.10 | 12.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 84 | 719.1 | NE | Regular | Yes | Older | No | No | No | No | Yes | Yes | Yes |  | No | 2.80 | 7.20 | 13.60 | 0.30 | 7.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{84}$ | 1106.6 |  | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 6.90 | 3.00 | 8.40 | 6.10 | 7.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{4} 4$ | 1166.8 |  | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 5.30 | 0.60 | 7.80 | 9.00 | 11.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{4} 4$ | 716.4 | NW | Regular | Yes | Older | No | No | No | No | Yes | No | Yes |  | No | 5.90 | 0.30 | 6.00 | 7.20 | 11.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1}$ | 4994.5 | SE | Regular | No |  |  |  |  |  | No | No | Yes | Yes | No | 9.70 | 0.60 | 8.20 | 9.70 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $\mathrm{Cl}^{1}$ | 4465.9 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.60 | 1.70 | 6.50 | 6.90 | 15.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1} 1$ | 4299.9 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.90 | 1.10 | 8.40 | 8.80 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c1 }}$ | 3852.2 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | ${ }^{6.40}$ | 0.00 | 6.80 | 8.30 | 12.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1}$ | 3465.3 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 11.80 | 1.50 | 8.30 | 8.10 | 19.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c1 }}$ | 3459.0 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 12.10 | 0.80 | 11.90 | 8.80 | 20.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c1 }}$ | 3860.3 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 5.20 | 1.40 | 5.90 | 5.10 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $\mathrm{C}_{1}$ | 4244.9 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.80 | 0.20 | 7.50 | 8.10 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c1 }}$ | 3395.1 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 9.60 | 1.60 | 9.20 | 0.10 | 25.30 | 2.50 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c1 }}$ | 2407.0 | NW | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | ${ }^{6.30}$ | 0.20 | 5.20 | 4.20 | 23.80 | 4.20 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1}$ | 2409.9 | sw | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 7.70 | 0.10 | 5.70 | 4.70 | 19.00 | 3.90 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $\mathrm{C}^{1}$ | 3391.8 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 8.50 | 1.10 | 3.90 | 7.40 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B7 | 2392.9 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 2.90 | 1.40 | 4.70 | 10.10 | 7.20 | $\stackrel{0}{0.00}$ | $\stackrel{0}{0.00}$ | 0.00 | 0.00 | ${ }^{0.00}$ | ${ }^{0.00}$ |  | No |
| High | Yes | B7 | 2345.1 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 5.40 | 1.20 | 5.90 | 6.50 | 6.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 3284,4 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 6.40 | 9.80 | 0.20 | 17.60 | 15.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 3207.9 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 11.10 | 4.10 | 3.70 | 15.40 | 18.40 | $\stackrel{0}{0.00}$ | ${ }_{0} 0.00$ | 0.00 | 0.00 | ${ }_{0}^{0.00}$ | ${ }^{0.00}$ |  | No |
| High | Yes | B1 | 3216.9 | NE | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 9.80 | 11.90 | 20.60 | 0.00 | 21.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 3276.3 | SE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 8.00 | 2.20 | 14.10 | 6.70 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 3856.4 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.90 | 3.60 | 11.30 | 7.90 | 12.80 | $\frac{0.00}{0.00}$ | 0.00 | ${ }^{0.00}$ | 0.00 | ${ }_{0}^{0.00}$ | ${ }_{0}^{0.00}$ |  | No |
| High | Yes | B1 | 3888.1 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 9.60 | 1.00 | 6.10 | 9.10 | 17.10 | 3.90 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1}$ | 6243.2 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.90 | 1.50 | 12.20 | 8.60 | 10.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | B1 | 6015.9 | SE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 9.70 | 0.00 | 11.40 | 7.00 | 11.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{11}$ | 5959.5 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.60 | 2.80 | 7.10 | 6.60 | 12.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{81}$ | 5332.4 | SE | Regular | No | 2 inch | No | No | No |  | Yes | No | Yes | No | No | 6.40 | 1.20 | 4.20 | 9.30 | 11.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | button for in pavement flashers | No |
| High | Yes | ${ }^{11}$ | 5322.4 | NE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 8.20 | 1.80 | $\stackrel{9.50}{ }$ | 5.20 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | ${ }^{\text {B1 }}$ | 4837.1 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.70 | 0.40 | 10.80 | 10.30 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 4803.1 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.20 | 0.70 | 13.60 | 7.20 | 16.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1} 1$ | 4556.3 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 9.10 | 3.70 | 9.40 | 11.10 | 19.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {B1 }}$ | 4523.1 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.20 | 2.40 | 8.20 | 8.60 | 19.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1} 1$ | 4273.3 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.40 | 0.20 | 10.10 | 6.00 | 17.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{1} 1$ | 4244.9 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.70 | 1.20 | 10.00 | 7.80 | 15.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 4283.0 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.70 | 2.50 | 13.70 | 8.80 | 14.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {B1 }}$ | 4305.1 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.00 | 2.80 | $\frac{6.40}{12.40}$ | 14.80 <br> 8.80 | $\frac{15.00}{1400}$ | 0.00 |  |  |  |  | 0.00 |  |  |
| High | Yes | ${ }^{81}$ | 4522.5 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.60 | 1.90 | 12.40 | 8.50 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {B1 }}$ | 5339.2 | sw | Regular | No | 2 inch | No | No | No |  | Yes | No | Yes | No | No | 10.50 | ${ }^{1.30}$ | 9.30 | 10.90 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | button for in pavement flashers | No |
| High | Yes | ${ }^{11}$ | 6254.3 | NW | Regular | No |  |  |  |  |  | Yes | No | NA | No | No | 8.30 | 0.00 | 9.20 | 4.40 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | move to 11th | No |
| High | Yes | B1 | 6300.7 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.00 | 0.50 | 6.90 | 9.40 | 9.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | move to 11th | No |
| High | Yes | B1 | 6513.5 | NW | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | No |  | Yes | 7.80 | 1.50 | 8.70 | 11.00 | 15.40 | 7.30 | 4.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 6579.5 | sw | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | No | 3.50 | 1.50 | 5.60 | 8.10 | 9.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 7016.7 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.50 | 1.00 | 8.70 | 9.00 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 81 | 6295.4 | SE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 6.30 | 1.80 | 8.10 | 7.70 | 13.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 1238.8 | NW | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 15.60 | 1.50 | 1.70 | 7.50 | 1.60 | 7.80 | 2.30 |  | No |
| High | Yes | B9 | 1572.6 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 13.50 | 0.50 | 10.40 | 8.60 | 20.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| Location Priority | Severe? (Y/N | Route | Postmile | Intersection Corner | Ramp Type | Signalized Intersection | Button Type | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ |  | Button Out of Reach | $\begin{array}{\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | Flush Transition | Detectable Warning | Terminates in <br> Crosswalk | $\begin{array}{\|c\|} \hline \text { Straight } \\ \text { curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Tond } \\ \hline \end{array}$ | Ramp slope s. | $\begin{array}{\|c} \text { Ramp X- } \\ \text { Slope } \end{array}$ | Right Flare Slope | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \end{gathered}$ | Gutter Slope + Ramp Slope | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|l\|l\|} \hline \text { Slope } \end{array}$ | $\left.\begin{gathered} \text { Landing } \mathrm{x} \\ \text { slope } \end{gathered} \right\rvert\,$ | $\begin{aligned} & \text { Right } \\ & \text { slope } \end{aligned}$ | $\begin{gathered} \begin{array}{c} \text { Right } x- \\ \text { Slope } \end{array} \end{gathered}$ | $\begin{aligned} & \substack{\text { Left } \\ \text { slope }} \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left X- } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B9 | 1996.9 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.70 | 0.60 | 7.20 | 8.00 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 2039.1 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.80 | 2.80 | 8.00 | 9.50 | 19.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 2026.7 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.70 | 0.20 | 8.20 | 6.40 | 19.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 1995.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.70 | 1.10 | 7.20 | 12.10 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 9.4 | SE | Parallel | Yes | Older | No | No | Yes | No | No | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.40 | 2.10 | 2.20 | 9.90 | 1.10 | 6.40 | 1.20 | no button or signal heads | No |
| High | Yes | B9 | 0.0 | NE | Parallel | Yes | 2 inch | No | No | No |  | No | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.50 | 1.50 | 1.40 | 8.20 | 1.00 | 7.60 | 0.20 |  | No |
| High | Yes | B9 | 4.1 | Sw | Regular | Yes |  |  |  |  | No | No | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 2.90 | 3.10 | 3.20 | 4.50 | 15.90 | 2.30 |  | No |
| High | Yes | B9 | 156.9 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.00 | 2.70 | 13.00 | 8.30 | 13.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 189.8 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 4.50 | 1.90 | 4.90 | 11.20 | 13.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{86}$ | 149.1 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 11.80 | 0.60 | 8.70 | 10.40 | 15.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 86 | 3084.6 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 4.10 | 3.30 | 8.20 | 1.00 | 7.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 6921.7 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.80 | 2.70 | 7.20 | 0.9999 | 19.80 | 1.40 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E9 | 809.8 | NE | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 14.10 | 10.70 | 8.00 | 1.60 | 6.20 | 16.10 | 7.30 |  | No |
| High | Yes | E9 | 776.3 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 19.20 | 8.20 | 4.00 | 3.80 | 7.00 | 10.00 | 5.40 |  | No |
| High | Yes | F2 | 673.2 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 7.00 | 1.30 | 7.30 | 6.00 | 8.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 711.3 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.00 | 2.00 | 5.00 | 7.30 | 12.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {F1 }}$ | 612.6 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | Yes | Yes | 8.50 | 0.30 | 0.9999 | 0.9999 | 16.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F1 | 401.4 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 8.60 | 0.70 | 0.9999 | 0.9999 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 6111.3 | NE | Parallel | Yes | Older | No | Yes | No | No | Yes | No | Yes | No | No | 0.00 | 0.00 | 0.00 | 0.00 | 17.80 | 7.70 | 1.60 | 7.30 | 4.10 | 3.00 | 4.00 |  | No |
| High | Yes | F2 | 6179.4 | SE | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 10.00 | 7.30 | 6.00 | 18.30 | 19.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 6346.1 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 14.90 | 2.90 | 14.50 | 13.50 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 6361.9 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 12.10 | 1.50 | 13.70 | 12.70 | 23.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F4 | 1184.1 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | No | 5.80 | 2.10 | 9.80 | 6.50 | 14.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F5 | 1824.6 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 9.80 | 1.30 | 18.90 | 21.90 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A7 }}$ | 1367.9 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 11.60 | 1.10 | 15.90 | 18.10 | 14.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | cracks in ramp, vertical | No |
| High | Yes | ${ }^{\text {A7 }}$ | 1412.6 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 11.90 | 1.30 | 15.20 | 20.30 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A7 }}$ | 1490.2 | sw | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 12.90 | 1.40 | 25.70 | 23.70 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A7 }}$ | 1516.2 | sw | Regular | No |  |  |  |  | No | Yes | No | na |  | No | 15.20 | 4.00 | 23.00 | 31.10 | 21.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | overgriwn vegetation over ramp | No |
| High | Yes | ${ }^{\text {A }}$ | 1785.4 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  |  | 16.10 | 5.00 | 22.90 | 25.60 | 20.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 1818.9 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | 14.20 | 1.50 | 17.00 | 17.10 | 16.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 2096.4 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | Yes | No | 11.90 | 2.60 | 17.00 | 16.80 | 12.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 2146.5 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 10.50 | 1.80 | 16.70 | 21.20 | 17.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 2393.6 | sw | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 12.30 | 0.80 | 0.9999 | 19.40 | 16.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | debris covers ramp | No |
| High | Yes | ${ }^{\text {A7 }}$ | 2404.8 | sw | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 12.90 | 0.40 | 15.80 | 20.70 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 2429.6 | sw | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 16.10 | 9.20 | 3.40 | 5.90 | 4.20 | 7.30 | 6.70 |  | No |
| High | Yes | A9 | 19892.3 |  | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 7.70 | 1.60 | 9.30 | 4.40 | 8.00 | 3.80 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { pedestrian push but no ped } \\ \text { signal head } \end{array} \\ \hline \end{array}$ | No |
| High | Yes | ${ }^{\text {A9 }}$ | 20015.7 |  | Regular | Yes | 2 inch | No | Yes | No | No | No | No | Yes | No | Yes | 7.90 | 6.40 | 0.20 | 13.30 | 10.70 | 6.00 | 5.70 | 0.00 | 0.00 | 0.00 | ${ }^{0.00}$ | pedestrian push button but no ped signal head | No |
| High | Yes | A9 | 23495.9 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | 4.50 | 5.50 | 13.90 | 1.70 | 12.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 22907.9 | nw | Regular | yes |  |  |  |  | No | Yes | No | NA |  | No | 5.00 | 5.80 | 4.60 | 10.50 | 6.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | sewer cover in middle of ramp | No |
| High | Yes | A9 | 22864.2 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.20 | 1.60 | 10.30 | 6.40 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 22196.3 | sw | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | No | 9.80 | 4.70 | 9.30 | 15.50 | 10.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | yes | A9 | 23540.3 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | 13.20 | 2.70 | 17.60 | 30.10 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $\begin{array}{\|c} \text { Vertical and horizontal gaps } \\ \text { in ramp } \end{array}$ | No |
| High | Yes | A9 | 24208.0 | NW | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 20.30 | 0.60 | 13.50 | 17.00 | 27.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 24377.2 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 5.10 | 0.10 | 10.70 | 3.50 | 17.50 | 4.00 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | A9 | 24398.4 | NW | Regular | No |  |  |  |  | No | No | No | NA |  | Yes | 7.50 | 1.20 | $\frac{12.40}{650}$ | $\frac{9.20}{8.00}$ | 7.80 | 7.30 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 24770.9 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | 9.50 | 0.90 | 6.50 | 8.90 | 19.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 24803.5 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes | Yes | No | 6.30 | 1.70 | 8.50 | 9.30 | 13.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | A9 | 25097.2 | NW | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 12.50 | 6.40 | 8.30 | 19.90 | 21.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 25182.6 | sw | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes |  | No | 2.30 | 5.00 | 8.20 | 16.10 | 10.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | fire hydrant on ramp | No |
| High | Yes | A9 | ${ }^{25626.2}$ | SW | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | No | 4.60 | 0.90 | 7.90 | 2.20 | 7.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 26514.9 | NW | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.20 | 0.20 | 5.30 | 3.90 | 14.10 | 6.50 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 27472.3 | NW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 10.00 | 1.80 | 7.10 | 6.60 | 18.10 | 3.90 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | ${ }^{28589.3}$ |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 8.50 | 1.60 | 5.10 | 8.50 | 20.00 | 7.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 2860.5 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 7.10 | 2.30 | 9.30 | 6.50 | 16.10 | 8.30 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29053.2 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 6.00 | 0.50 | 8.10 | 6.30 | 17.10 | 4.20 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29005.8 | NW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 6.70 | 0.50 | 5.80 | 6.10 | 14.40 | 1.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }_{\text {A }}$ | 29126.9 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 6.10 | 0.70 | 5.20 | 4.70 | 16.20 | 2.60 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29442.3 | sw | Regular | No |  |  |  |  | No | No | No | Yes | No | Yes | 0.50 | 1.00 | 5.90 | 8.00 | 1.40 | 0.50 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29832.2 | NW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 7.50 | 0.60 | 9.60 | 5.90 | 15.60 | 5.80 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | ${ }^{30298.7}$ | SW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 11.70 | 0.40 | 6.40 | 5.10 | 21.90 | 8.70 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A9 }}$ | ${ }^{30516.7}$ | NW | Regular | No |  |  |  |  | No | Yes | No |  |  |  | 7.60 <br> 7.50 |  | $\stackrel{8.10}{190}$ | $\frac{5.20}{1510}$ | $\frac{13.80}{890}$ |  |  |  |  |  | 0.00 |  |  |
| $\underset{\text { High }}{\text { High }}$ | Yes Yes Yes | A9 | ${ }^{33334.7} 3$ | NW | $\frac{\text { Regular }}{\text { Regular }}$ | Yes |  |  |  |  | No | No | No | Yes | Yes <br> No | $\frac{\mathrm{No}_{0}}{\mathrm{Yes}}$ | 7.50 <br> 11.30 | $\frac{0.50}{2.60}$ | 19.90 13.50 | 15.10 <br> 13.80 <br> 1 | 8.90 16.30 | 0.00 0.10 | 0.00 0.80 | 0.00 0.00 | 0.000 | 0.00 0.00 | 0.00 0.00 |  | No |
| High | Yes | A9 | 32716.0 | NW | Regular | No |  |  |  |  |  | No | No | NA | No | Yes | 10.60 | 0.40 | 18.60 | 16.40 | 15.40 | 3.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31199.2 | sw | Regular | Yes |  |  |  |  |  | No | No | Yes | Yes | Yes | 9.00 | 0.50 | 14.30 | 14.90 | 19.20 | 0.40 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 30601.8 | sw | Regular | Yes | Older | Yes | № | No | № | No | No | Yes | No | No | 10.90 | 0.20 | 22.00 | 28.90 | 13.70 | 0.00 | $\stackrel{0}{0.00}$ | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| Location <br> Priority | $\begin{aligned} & \text { Severe? } \\ & (y / N / N) \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | Signalized Intersection | $\begin{array}{\|c} \begin{array}{c} \text { Button } \\ \text { Type } \end{array} \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | Button Out of Reach |  | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \end{array}$ | Detectable <br> Warning | Terminates in <br> Crosswalk | $\begin{gathered} \text { Straight } \\ \text { curb } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Tonding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | Ramp X- Slope | $\begin{aligned} & \text { Right Flare } \\ & \text { Slone } \end{aligned}$ | $\left\lvert\, \begin{gathered} \text { Left flare } \\ \text { Slope } \end{gathered}\right.$ | Gutter Slope + | $\begin{array}{\|c} \begin{array}{c} \text { Landing } \\ \text { Slope } \end{array} \end{array}$ | $\begin{array}{\|c\|} \hline \text { Landing } X \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \text { Right X X } \\ \text { Slope } \end{array}$ | Left Slope | $\begin{aligned} & \text { Left } x- \\ & \text { STlope } \end{aligned}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | A9 | 30588.5 | sw | Regular | Yes | 2 inch | No | No | № | No | Yes | No | Yes | No | No | 12.10 | 0.20 | 7.90 | 10.30 | 20.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | ${ }^{36432.9}$ |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 11.90 | 0.70 | 16.40 | 18.40 | 29.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 42259.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.50 | 3.20 | 6.10 | 9.70 | 13.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | A9 | 42205.9 | sw | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 5.60 | 3.90 | 9.60 | 4.10 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 38103.6 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | No | No | No | 8.50 | 0.20 | 4.80 | 9.50 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 50832.5 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 7.60 | 4.10 | 22.20 | 5.80 | 15.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | A9 | 48638.4 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.10 | 3.30 | 9.40 | 4.60 | 13.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E10 | 1862.4 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.80 | 1.50 | 8.40 | 6.20 | 12.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 1993.4 | Nw | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.70 | 2.30 | 11.40 | 4.30 | 16.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D10 | 15.6 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 10.90 | 2.00 | 14.00 | 12.50 | 20.50 | 2.30 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | leads into culde-sac | No |
| High | Yes | D10 | 202.5 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 11.60 | 1.80 | 9.40 | 19.50 | 23.60 | 0.80 | 3.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 010 | 415.2 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 7.70 | 1.50 | 0.70 | 6.60 | 14.30 | 1.80 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D10 | 631.3 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 8.10 | 3.80 | 5.20 | 0.30 | 15.60 | 3.20 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2600.3 |  | Regular | No |  |  |  |  | Yes | Yes | No | NA |  | Yes | 10.40 | 0.40 | 6.90 | 6.70 | 16.70 | 1.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2783.4 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 12.30 | 0.00 | 10.10 | 5.20 | 17.10 | 1.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2856.6 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 5.10 | 1.60 | 8.50 | 6.50 | 14.20 | 0.50 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D9 | 1669.7 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.20 | 0.30 | 8.70 | 7.40 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 5219.7 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 0.20 | 2.10 | 9.70 | 5.30 | 8.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }_{\text {E1 }}$ | 529.7 | sw | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 1.10 | 1.40 | 8.60 | 7.60 | 6.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 5833.7 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 0.80 | 3.30 | 7.70 | 4.80 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 5889.0 | sw | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 0.80 | 1.70 | 6.10 | 8.80 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c3 | 14305.3 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.50 | 0.20 | 5.10 | 6.40 | 9.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 6517.8 |  | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | Yes | 5.00 | 0.80 | 4.10 | 8.30 | 6.70 | 1.80 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 6589.5 |  | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 4.10 | 3.20 | 4.30 | 5.10 | 4.60 | 0.20 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 6536.0 |  | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | Yes | 7.80 | 0.20 | 0.9999 | 0.9999 | 8.80 | 0.70 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 6346.0 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 7.50 | 1.40 | 0.9999 | 0.9999 | 14.60 | 0.50 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {D }}$ | 6286.3 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 7.80 | 2.90 | 7.50 | 7.20 | 14.10 | 2.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 35.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.40 | 1.10 | 7.00 | 6.40 | 16.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 05 | 329.5 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.70 | 1.30 | 6.50 | 9.90 | 13.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 439.1 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.90 | 0.30 | 11.00 | 6.40 | 9.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 835.0 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.30 | 3.80 | 10.80 | 6.40 | 17.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1435.4 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 3.80 | 1.40 | 6.60 | 6.30 | 8.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1453.9 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 7.60 | 1.70 | 7.50 | 5.50 | 16.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1745.2 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 7.40 | 2.60 | 10.70 | 10.00 | 12.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 05 | 1780.0 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 7.00 | 2.00 | 7.30 | 8.40 | 11.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | lots of dirt buil tup on ramp | No |
| High | Yes | D5 | 1761.2 |  | Regular | Yes | Older | No | No | No | No | Yes | Yes | Yes | No | No | 11.50 | 0.80 | 6.40 | 8.80 | 18.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1744.0 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 11.90 | 1.40 | 8.40 | 7.90 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1460.0 |  | Regular | Yes | Older | No | No | No | No | No | No | Yes | No | No | 13.10 | 0.20 | 9.20 | 7.50 | 18.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1434.2 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 13.30 | 0.30 | 3.90 | 10.10 | 15.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 42.6 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | ${ }^{6.30}$ | 0.00 | 7.70 | 7.70 | 20.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D4 | 4459.8 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 7.80 | 0.50 | 6.30 | 6.10 | 14.60 | 2.80 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 6427.1 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.70 | 0.50 | 7.50 | 6.10 | 9.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 6408.4 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 4.00 | 3.00 | 0.9999 | 0.9999 | 6.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 2314.5 | sw | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 1.70 | 1.00 | 5.30 | 8.20 | 16.30 | 1.20 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 1763.1 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.90 | 2.20 | 8.40 | 2.30 | 16.40 | 1.00 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c9 | 1712.1 | sw | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.70 | 2.30 | 3.80 | 6.70 | 15.10 | 1.70 | 3.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c }}$ | 2283.7 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 9.70 | 0.40 | 5.50 | 4.30 | 12.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c3 | 2263.7 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 7.50 | 2.10 | 7.80 | 5.70 | 9.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{10}$ | 709.0 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.80 | 2.10 | 6.00 | 11.70 | 19.20 | 1.30 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $\mathrm{Cl}^{0}$ | 776.1 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.40 | 5.10 | 10.70 | 5.10 | 16.70 | 2.40 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | E9 | 2842.7 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.00 | 1.20 | 5.40 | 10.20 | 0.60 | 1.90 | 2.60 |  | No |
| High | No | E9 | 1187.8 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.40 | 1.10 | 3.80 | 7.70 | 2.20 | 10.70 | 1.50 | cw to suth, not west | No |
| High | No | E9 | 1189.1 | SE |  | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 6.30 | 1.90 | 0.00 | 0.00 | 10.00 | 1.70 | 2.80 | 0.9999 | 0.9999 | 0.9999 | 0.9999 | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { ramp type undefined, see } \\ \text { photo } \end{array} \\ \hline \end{array}$ | No |
| High | No | E9 | 1187.8 |  |  | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 5.60 | 2.40 | 0.00 | 0.00 | 10.30 | 0.80 | 4.80 | 0.9999 | 0.9999 | 0.9999 | 0.9999 | ramp type undefined see photo | No |
| High | No | E9 | 1113.6 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.00 | 0.40 | 7.10 | 1.00 | 0.70 | 16.20 | 0.40 |  | No |
| High | No | F2 | 4770.4 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.20 | 5.80 | 0.90 | 7.70 | 5.80 | 5.00 | 5.00 |  | No |
| High | No | F2 | 5252.9 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 12.80 | 8.80 | 2.70 | 4.00 | 8.20 | 8.50 | 9.10 |  | No |
| High | No | ${ }^{\text {F2 }}$ | 5330.1 | sw | Parallel | No |  |  |  |  |  | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 4.60 | 4.50 | 1.20 | ${ }^{3.50}$ | 12.10 | 1.40 |  | No |
| High | No | F2 | 6174.6 | sw | Parallel | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.40 | 5.20 | 1.50 | 10.40 | 2.60 | 3.80 | 5.70 |  | No |
| High | No | F2 | 10241.4 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.80 | 3.90 | 2.60 | 7.60 | 1.60 | 2.80 | 4.10 |  | No |
| High | No | F2 | 12275.8 | NW | Parallel | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.10 | 5.90 | 11.60 | 14.80 | 3.20 | 6.70 | 0.70 |  | No |
| High | No | F2 | 12366.9 | sw | Parallel | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.80 | 6.90 | 5.30 | 4.00 | 6.00 | 15.00 | 5.30 |  | No |
| High | No | F2 | 12375.7 | sw | Parallel | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.90 | 7.80 | 0.10 | 4.10 | 6.70 | 6.70 | 1.90 |  | No |
| High | No | F4 | 1174.6 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.90 | 2.40 | 1.10 | 6.30 | 1.80 | 7.80 | 1.10 |  | No |
| High | No | ${ }_{\sim}^{\text {F }}$ | 1526.2 |  | $\stackrel{\text { Parallel }}{ }$ | No |  |  |  |  |  | Yes | $\underset{\text { Yes }}{\text { Yes }}$ | No | No | Yes | 0.00 | $\frac{0.00}{0.00}$ | 0.00 | 0.00 | 11.70 | 1.30 <br> 1.30 | 3.60 4.60 | $\frac{5.90}{11.60}$ | 0.60 | 14.50 180 | 0.70 5 |  |  |
| High High | No | A7 | 1497.8 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Yes | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 | 13.00 770 | 5.00 1.90 | 4.60 | ${ }_{7}^{11.60}$ | 3.00 <br> 1.60 | 1.80 5 | 5.30 |  | No |
| High | $\frac{\text { No }}{\text { No }}$ | ${ }_{\text {A7 }}{ }^{\text {A }}$ | ${ }^{1813.4} 1956$ |  | $\frac{\text { Paraliel }}{\text { Parallel }}$ | No |  |  |  |  |  | Yes | $\frac{\text { Yes }}{\text { Yes }}$ | Yes | Yes <br> Yes | Yes | ${ }^{0.00}$ | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | 7.70 14.00 | 1.90 2.20 | $\frac{1.20}{0.10}$ | $\frac{7.70}{7.20}$ | ${ }^{1.60}$ | ${ }_{5}^{5.90}$ | ${ }^{3.20} 2.60$ |  | $\frac{\text { No }}{\text { No }}$ |
| High | No | A9 | 196.0 |  | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 5.90 | 5.20 | 0.9999 | 0.9999 | 6.30 | $\stackrel{\text { 2.20 }}{ }$ | ${ }^{1.10}$ | ${ }_{0} 0.00$ | ${ }_{0}^{2.00}$ | ${ }_{0} 0.00$ | ${ }_{0} 0.00$ |  | No |
| High | No | A9 | 20645.5 |  | Regular | No |  |  |  |  |  | Yes | No | No |  | Yes | 2.70 | 2.30 | 24.00 | 2.80 | 12.80 | 4.60 | 0.60 | 0.00 | 0.00 | $\stackrel{0.00}{0.00}$ | $\stackrel{0}{0.00}$ |  | No |



| $\begin{array}{\|l} \text { Location } \\ \text { Priority } \end{array}$ | $\begin{aligned} & \text { Severe? } \\ & \text { (Y/N) } \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Signalized } \\ \text { Intersection } \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \text { Button } \\ & \text { Type } \end{aligned}$ | $\begin{array}{\|l\|} \hline \begin{array}{c} \text { Button } \\ \text { Level } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \\ \hline \end{array}$ | Detectable Warning | Terminates in <br> Crosswalk | $\begin{gathered} \begin{array}{c} \text { Straight } \\ \text { curb } \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Tonding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \end{gathered}$ | $\begin{gathered} \text { Right Flare } \\ \text { Slope } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Gutter Slope e } \\ & \text { Ramp Slope } \end{aligned}$ | $\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Landing } X \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Ripht } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Right X- X- } \\ \text { Slope } \end{gathered}$ | Left Slope | $\begin{aligned} & \text { Left } x- \\ & \text { Slope } \end{aligned}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | $\mathrm{C}_{2}$ | 5184.7 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | NA | 7.60 | 3.70 | 13.30 | 6.70 | 11.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | $\mathrm{C}^{2}$ | 4226.6 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 7.70 | 0.80 | 12.90 | 9.30 | 9.70 | 1.20 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{\text {A } 1}$ | 5062.7 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 5.70 | 1.00 | 22.10 | 10.70 | 14.00 | 1.40 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A2 | 2103.7 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 7.10 | 3.10 | 5.60 | 6.40 | 8.90 | $\frac{5.80}{}$ | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A2 | 1444.4 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.50 | 3.60 | 2.60 | 2.70 | 1.80 | 6.40 | 0.70 |  | No |
| High | No | $\mathrm{A}^{2}$ | 1432.5 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 3.00 | 3.20 | 6.80 | 4.60 | 11.80 | 8.00 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{\text {A }}$ | 9.8 | Sw | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 2.90 | 9.30 | 2.30 | 13.30 | 11.90 | 0.70 | 9.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A4 | 576.7 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 5.50 | 0.80 | 5.30 | 7.90 | 13.40 | 1.20 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A4 | 508.9 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.10 | 0.40 | 8.80 | 6.60 | 10.70 | 0.70 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A4 | 3530.4 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 7.90 | 0.00 | 7.90 | 6.70 | 9.30 | 1.50 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A4 | 3688.3 | sw | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.50 | 2.40 | 1.10 | 8.10 | 1.00 | 9.40 | 1.40 |  | No |
| High | No | A4 | 3850.6 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.70 | 1.10 | 9.60 | 11.00 | 13.00 | 4.60 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | E7 | 31.0 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 5.70 | 0.80 | 7.90 | 5.70 | 13.40 | 2.70 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A5 | 338.6 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 6.70 | 0.20 | 8.40 | 8.00 | 12.70 | 5.30 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{\text {A6 }}$ | 10908.1 | sw | Parallel | Yes |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.80 | 0.80 | 1.00 | 3.10 | 0.90 | 9.30 | 1.80 |  | No |
| High | No | A6 | 10877.8 | NW | Parallel | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.90 | 2.50 | 0.20 | 8.80 | 0.70 | 5.90 | 0.90 |  | No |
| High | No | ${ }^{\text {A6 }}$ | 10052.0 | sw | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 8.30 | 1.40 | 4.90 | 6.80 | 9.10 | 2.50 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{46}$ | 8886.0 | SE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.30 | 1.40 | 8.40 | 10.60 | 10.50 | 1.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A6 | 5973.4 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 6.60 | 1.30 | 9.80 | 7.80 | 7.90 | 1.40 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{\text {A6 }}$ | 5936.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 4.20 | 2.10 | 7.00 | 6.20 | 8.20 | 2.80 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B5 | 31800.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 0.20 | 3.70 | 8.60 | 1.00 | 1.50 | 1.40 |  | No |
| High | No | ${ }^{85}$ | 27706.3 | Sw | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.50 | 2.00 | 0.9999 | 0.9999 | 12.10 | 5.10 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{\text {B }}$ | 27727.8 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.50 | 1.60 | 1.90 | 5.30 | 3.00 | 5.60 | 0.90 |  | No |
| High | No | 85 | 24516.3 | NW | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.30 | 2.70 | 3.40 | 11.80 | 5.60 | 3.60 | 3.00 |  | No |
| High | No | ${ }^{85}$ | 23941.1 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.30 | 0.10 | 0.50 | 8.30 | 2.20 | 7.00 | 2.20 |  | No |
| High | No | ${ }^{6}$ | 24189.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.80 | 0.90 | 2.60 | 8.30 | 1.00 | 5.00 | 2.10 |  | No |
| High | No | 85 | 24213.5 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.20 | 1.10 | 1.20 | 8.80 | 0.30 | 9.70 | 0.00 |  | No |
| High | No | ${ }^{5}$ | 6013.6 | NW | Parallel | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.30 | 1.40 | 0.10 | 7.60 | 1.00 | 8.30 | 0.40 |  | No |
| High | No | ${ }^{\text {B }}$ | 11228.1 | sw | Parallel | No |  |  |  |  |  |  | Yes | Yes |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 9.00 | 2.70 | 2.80 | 1.80 | 0.60 | 6.90 | 1.10 |  | No |
| High | No | E8 | 552.7 | NE | Parallel | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.20 | 2.00 | 0.60 | 11.50 | 1.20 | 7.40 | 0.30 |  | No |
| High | No | ${ }^{88}$ | 6773.4 | NE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 6.90 | 2.20 | 9.10 | 9.40 | 11.00 | 1.70 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | 88 | 6774.9 | NE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | Yes | 4.90 | 0.40 | 8.10 | 6.60 | 8.70 | 2.90 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6721.3 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 4.00 | 0.40 | 7.00 | 9.40 | 9.80 | 1.20 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{88}$ | 6514.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 5.60 | 0.90 | 8.40 | 4.90 | 7.90 | 1.10 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{8}$ | 6426.1 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 4.30 | 0.80 | 3.30 | 5.20 | 5.60 | 3.40 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{88}$ | 6485.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.40 | 1.80 | 16.60 | 17.00 | 10.10 | 2.30 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6545.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 5.40 | 0.20 | 7.30 | 6.60 | 8.20 | 4.40 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6716.8 | sw | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | Yes | 5.80 | 2.40 | 2.70 | 3.30 | 7.20 | 2.50 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B10 | 3507.1 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.00 | 1.70 | 1.10 | 9.00 | 0.20 | 6.50 | 0.60 |  | No |
| High | No | ${ }^{\text {c1 }}$ | 2028.8 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.70 | 2.10 | 1.30 | 9.10 | 2.90 | 9.40 | 1.50 |  | No |
| High | No | 810 | 7658.1 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.60 | 1.80 | 3.20 | 2.20 | 5.40 | 0.70 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B10 | 7623.2 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 2.30 | 3.10 | 6.40 | 1.20 | 4.40 | 1.50 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{10}$ | 6788.3 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.80 | 2.30 | 0.50 | 7.30 | 0.20 | 5.10 | 1.40 |  | No |
| High | No | B8 | 4143.9 | SE | Regular | Yes | 2 inch | Yes | No | No | Yes | Yes | Yes | Yes | No | Yes | 1.30 | 1.00 | 3.80 | 3.60 | 3.70 | 7.10 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 4048.0 | sw | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | Yes | Yes | 0.70 | 0.40 | 8.90 | 8.10 | 7.30 | 6.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 4029.2 | NW | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 1.30 | 0.40 | 6.90 | 7.40 | 3.70 | 7.00 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{88}$ | 4059.1 | NW | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 1.20 | 0.70 | 5.00 | 4.70 | 13.50 | 2.90 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{1} 1$ | 6988.3 | Nw | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 7.70 | 1.00 | 8.70 | 6.00 | 13.50 | 4.40 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B1 | 6577.1 | SE | Parallel | Yes | 2 inch | No | Yes | No | Yes | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 4.60 | 2.30 | 0.10 | 6.20 | 2.60 | 9.90 | 1.10 |  | No |
| High | No | B1 | 6520.8 | NE | Parallel | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.10 | 1.30 | 1.40 | 9.50 | 0.80 | 6.10 | 0.70 |  | No |
| High | No | B9 | 1295.4 | sw | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.10 | 1.10 | 0.90 | 0.10 | 4.60 | 7.00 | 1.10 |  | No |
| High | No | B9 | 1294.7 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.50 | 1.30 | 0.20 | 7.80 | 2.50 | 7.50 | 2.90 |  | No |
| High | No | B9 | 1224.3 | NE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.40 | 0.80 | 2.80 | 5.90 | 1.90 | 8.50 | 1.60 |  | No |
| High | No | ${ }^{6}$ | 0.0 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.70 | 0.20 | 0.70 | 7.50 | 1.50 | 9.10 | 0.80 |  | No |
| High | No | B9 | 6950.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.80 | 0.90 | 2.70 | 5.20 | 1.00 | 6.80 | 0.30 |  | No |
| High | No | B9 | 6948.8 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 12.30 | 0.90 | 0.00 | 4.60 | 0.60 | 9.00 | 0.70 |  | No |
| High | No | B9 | 6915.5 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 12.10 | 1.60 | 3.80 | 7.50 | 0.50 | 6.70 | 1.40 |  | No |
| High | No | E9 | 2852.1 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.70 | 0.70 | 6.40 | 1.40 | 1.40 | 7.90 | 1.60 | lots of debris | No |
| High | No | E9 | 1214.7 |  | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.10 | 1.20 | 3.90 | 3.90 | 1.90 | 8.20 | 0.50 |  | No |
| High | No | $\mathrm{F}^{1}$ | 798.6 |  | Regular | No |  |  |  |  | No | Yes | Yes | No |  | Yes | 7.00 | 0.90 | 0.9999 | 0.9999 | 8.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Picture F1-798_857 | No |
| High | No | ${ }^{\text {F1 }}$ | 360.2 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 2.20 | 1.30 | 0.10 | 6.80 | 0.50 | 9.70 | 2.50 |  | No |
| High | No | ${ }^{\text {F1 }}$ | 30.2 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | NA | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 10.00 | 2.70 | 1.40 | 9.70 | 0.00 | 5.90 | 1.70 |  | No |
| High | No | F1 | 254.2 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 4.10 | 3.50 | 2.00 | 12.70 | 2.10 | 7.50 | 0.40 |  | No |
| High | No | ${ }^{5} 1$ | 299.1 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 6.80 | 5.90 | 3.00 | 7.30 | 1.20 | 2.80 | 3.70 | Picture F1-299 | No |
| High | No | ${ }^{\text {F1 }}$ | 490.1 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 6.50 | 6.00 | 2.50 | ${ }^{6.00}$ | 4.20 | ${ }^{6.60}$ | $\frac{0.70}{100}$ |  | No |
| High | No | ${ }^{\text {F1 }}$ | 546.8 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 6.10 | 5.50 | 0.50 | 11.40 | 2.70 | 11.50 | 1.00 |  | No |
| High | No | F1 | 661.4 | sw | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 11.60 | 1.30 | 0.20 | 8.90 | 1.00 | 6.90 | 1.20 |  | No |
| High | No | ${ }_{\text {F1 }}$ | 694.2 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 10.00 | 1.50 | 1.20 | ${ }^{9.60}$ | 1.90 | 8.40 | 1.80 |  | No |
| High | No | F2 | 5338.8 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 5.10 | 4.00 | 10.60 | 4.10 | 4.70 | 3.80 |  | No |
| High | No | ${ }^{\text {F }}$ | 45.4 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | № |  | 0.00 | 0.00 | 0.00 | 0.00 | 9.30 | 0.90 | 2.80 | 5.20 | 0.80 | 6.10 | 1.50 |  | No |






| $\begin{aligned} & \text { Location } \\ & \text { Priority } \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \hline(y / N) \end{aligned}$ | Route | Postmile | Intersection | Ramp Type | Signalized Intersection | $\begin{array}{\|c\|} \hline \begin{array}{l} \text { Button } \\ \text { Type } \end{array} \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | Button Out of Reach | $\begin{array}{\|c\|c\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | $\begin{array}{c\|} \hline \text { Detectable } \\ \text { Warning } \end{array}$ | $\begin{gathered} \text { Terminates in } \\ \text { Crosswalk } \end{gathered}$ | $\begin{array}{\|c} \hline \text { Straight } \\ \text { curb } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \end{gathered}$ | Right Flare Slope | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \end{array}$ | $\begin{gathered} \text { Gutter Slope + } \\ \text { Ramp Slope } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Landing } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Landing } x-\mid \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|l\|l} \hline \text { Right } \\ \text { Slope } \end{array}$ | $\begin{array}{\|l\|} \hline \text { Right X- } \\ \text { Slope } \end{array}$ | $\begin{gathered} \substack{\text { Left } \\ \text { Slope }} \end{gathered}$ |  | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | ${ }^{\circ}$ | 26395.7 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 3.10 | 0.50 | 4.90 | 8.80 | 11.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 25860.2 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.90 | 4.90 | 2.70 | ${ }^{11.50}$ | 18.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 25220.4 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 9.50 | 1.80 | 8.70 | 6.50 | 17.70 | 2.50 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | c3 | 25146.4 |  | Regular | No |  |  |  |  |  | No | No | No | No | No | 5.30 | 3.40 | 2.10 | 12.50 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 24288.5 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 6.90 | 0.30 | 2.70 | 3.10 | 10.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 24399.7 |  | Regular | No |  |  |  |  |  | No | No | No | No | No | 6.60 | 1.20 | 4.20 | 3.10 | 9.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 23965.6 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 10.00 | 5.30 | 14.00 | 1.90 | 19.90 | 0.50 | 6.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 23910.3 | NW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 6.80 | 0.20 | 9.30 | 2.30 | 19.20 | 5.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 23248.8 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 6.30 | 0.30 | 8.70 | 6.40 | 15.10 | 7.30 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 23210.2 | NW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 7.50 | 2.00 | 6.80 | 2.70 | 15.20 | 4.60 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 22164.5 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 4.50 | 1.20 | 6.70 | 8.60 | 14.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 22100.8 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 9.10 | 4.00 | 15.10 | 7.90 | 12.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C3 | 2169.0 |  | Regular | No |  |  |  |  |  | No | No | Yes |  | Yes | 7.00 | 1.70 | 12.50 | 4.90 | 7.90 | 7.60 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C3 | 21543.8 |  | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 3.60 | 3.20 | 9.60 | 4.30 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 21012.9 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes |  | No | 9.20 | 1.40 | 5.40 | 8.60 | 12.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | C3 | 20900.2 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes |  | No | 7.90 | 2.50 | 12.00 | 9.20 | 8.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {0 }}$ | 1595.4 | sw | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | No | $\stackrel{9}{9.20}$ | ${ }^{2.30}$ | ${ }^{12.70}$ | 8.00 | ${ }_{12.70}$ | ${ }^{0.00}$ | 0.00 | ${ }_{0} 0.00$ | 0.00 | ${ }_{0} 0.00$ | 0.00 |  | No |
| Medium | Yes | 08 | 1596.2 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 11.90 | 0.00 | 8.20 | 5.90 | 16.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D8 | 651.7 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 8.10 | 1.30 | 10.40 | 6.80 | 10.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D8 | 630.9 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 14.10 | 1.40 | 1.60 | 3.20 | 0.20 | 9.00 | 1.90 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 20523.4 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | No | 4.00 | 1.00 | 6.80 | 7.50 | 10.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 20061.1 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 1.80 | 0.50 | 6.80 | 8.70 | 4.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\circ}$ | 1992.6 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 3.70 | 0.80 | 11.80 | 7.50 | 4.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 18737.5 |  | Regular | No |  |  |  |  |  | No | No | NA |  | NA | 1.40 | 2.00 | 0.9999 | 0.9999 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 18691.2 |  | Regular | No |  |  |  |  |  | No | No | NA |  | NA | 0.20 | 1.90 | 0.9999 | 0.9999 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 18648.8 |  | Regular | No |  |  |  |  |  | No | Yes | NA |  | NA | 6.20 | 1.60 | 0.9999 | 0.9999 | 8.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 18616.7 |  | Regular | No |  |  |  |  |  | No | Yes | NA |  | NA | 3.00 | 0.60 | 0.00 | 0.00 | 3.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 18535.2 |  | Regular | No |  |  |  |  |  | No | Yes | NA |  | NA | 6.80 | 1.90 | 0.9999 | 0.9999 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 18508.0 |  | Regular | No |  |  |  |  |  | No | Yes | NA |  | NA | 5.80 | 1.80 | 0.9999 | 0.9999 | 10.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 07 | 2080.2 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 6.30 | 1.80 | 7.60 | 3.00 | 18.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D7 | 2085.3 | NW | Regular | Yes | 2 inch | No | Yes | No | No | Yes | Yes | Yes | No | NA | 8.00 | 0.10 | 8.00 | 8.10 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D7 | 2156.2 | NE | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | No | 6.80 | 0.10 | 8.00 | 3.20 | 15.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D7 | 2874.8 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 9.10 | 3.10 | 13.20 | 9.40 | 12.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D7 | 2921.2 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 10.50 | 3.50 | 14.20 | 11.70 | 13.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 07 | 3739.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.10 | 8.50 | 14.80 | 14.10 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D7 | 4525.5 | NW | Regular | No |  |  |  |  | No | No | Yes | Yes | No | No | 9.20 | 0.00 | 5.40 | 5.60 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E1 | 24.8 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 4.20 | 4.80 | 11.90 | 6.50 | 9.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E1 | 495.4 | SE | Regular | No |  |  |  |  |  | No | Yes | NA |  | Yes | 3.40 | 3.10 | 5.40 | 4.90 | 15.00 | 2.10 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {E1 }}$ | 1576.9 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.10 | 0.80 | 8.50 | 5.20 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E3 | 888.9 | NE | Regular | No | 2 inch | No | No | Yes | No | No | No | Yes | No | No | 8.80 | 1.80 | 10.50 | 12.60 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E3 | 831.4 | Nw | Regular | Yes | 2 inch | Yes | Yes | Yes | No | No | No | Yes | Yes | No | 8.10 | 3.20 | 17.50 | 2.30 | 18.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E3 | 438.0 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 10.10 | 5.60 | 26.10 | 26.20 | 18.50 | 7.20 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E3 | 402.1 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 6.10 | 0.00 | 12.70 | 17.80 | 9.50 | 1.80 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 14052.1 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | ${ }^{6.30}$ | 1.60 | 9.00 | 6.90 | 16.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 14114.4 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 4.20 | 1.00 | 4.00 | 7.10 | 12.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 14447.3 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 13.10 | 0.20 | 19.10 | 20.40 | 20.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 14500.2 | sw | Regular | No |  |  |  |  | No | No | No | Yes | No | No | ${ }^{11.60}$ | 1.90 | 15.80 | 17.00 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 14877.9 |  | Regular | No |  |  |  |  |  | No | Yes | No | No | No | $\frac{3.80}{}$ | 1.00 | 7.40 | 6.20 | 5.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 14934.9 |  | Regular | No |  |  |  |  |  | No | Yes | No | No | No | 2.90 | 1.80 | 9.10 | 9.10 | 3.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 15504.8 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | ${ }_{13.30}$ | 1.40 | 14.20 | 20.90 | 18.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 15564.6 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 5.90 | 0.70 | 8.70 | 9.20 | 11.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C3 | 16002.0 | sw | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | No | 3.20 | 1.90 | 5.00 | 8.80 | 7.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c3 | 17647.7 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 7.30 | 0.30 | 4.80 | 7.30 | 19.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 17666.6 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 9.10 | 1.00 | 10.80 | 5.80 | 24.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C3 | 17700.3 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 12.80 | 1.50 | 12.90 | 10.70 | 22.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D7 | 943.5 | NE | Regular | No |  |  |  |  |  | No | No | No | No | No | 9.40 | 0.80 | 21.80 | 19.30 | 15.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D7 | 887.4 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.30 | 1.00 | 7.20 | 9.90 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 2021.6 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.40 | 0.80 | 7.80 | 7.60 | 9.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 1975.6 | sw | Regular | No |  |  |  |  | No | Yes | No | No | No | Yes | ${ }^{9.50}$ | 1.60 | 10.80 | 13.80 | 18.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 06 | 1452.7 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 12.00 | 0.50 | 13.50 | 14.00 | 18.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 1373.8 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | Yes | Yes | 11.00 | 5.20 | 15.40 | 18.40 | 17.00 | 3.20 | 4.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 804.0 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 6.40 | 1.00 | 4.70 | 12.80 | 7.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 733.9 | sw | Regular | Yes | 2 inch | No | No | Yes | No | Yes | No | Yes | No | No | 9.40 | 1.50 | 8.10 | 7.00 | 10.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 560.0 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 6.90 | 1.20 | 6.70 | 9.20 | 11.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 06 | 627.8 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.50 | 1.20 | 16.30 | 9.40 | 10.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 1379.0 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 9.30 | 1.10 | 8.70 | 5.80 | 17.10 | 1.70 | 3.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 1472.8 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 10.90 | 6.30 | 20.80 | 9.40 | 18.60 | 3.50 | 4.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 1673.2 |  | Regular | No |  |  |  |  |  | No | No | No | No | No | ${ }_{112.20}^{150}$ | 0.70 | 21.40 | ${ }^{23.80}$ | $\frac{12.20}{1680}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 0 |  | No |
| Medium | Yes | $\frac{\mathrm{D6}}{\mathrm{D6}}$ | $\frac{1730.1}{1778.9}$ |  | Regular | No |  |  |  |  |  | Yes | No | No | $\stackrel{\text { No }}{\text { No }}$ | No | $\frac{15.40}{11.70}$ | 5.50 <br> 1.60 | 23.20 <br> 1800 | $\frac{22.30}{22.30}$ | $\frac{16.80}{16.10}$ | 0.00 | 0.00 | $\stackrel{0.00}{0.00}$ | 0.00 | ${ }^{0.00}$ | 0.00 |  | $\stackrel{\text { No }}{\text { No }}$ |
| Medium | Yes | D6 | 1852.0 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | ${ }_{11,30}$ | $\stackrel{1.30}{2.30}$ | 18.70 | ${ }_{13.00}$ | 11.90 | $\stackrel{0}{0.00}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D6 | 1941.4 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.90 | 0.30 | 19.00 | 13.20 | 21.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |




| $\begin{aligned} & \text { Location } \\ & \text { Priority } \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & (\mathrm{Y} / \mathrm{N}) \end{aligned}$ | Route | Postmile | $\begin{gathered} \hline \text { Intersection } \\ \text { Corner } \\ \hline \end{gathered}$ | Ramp Type | Signalized Intersection | $\begin{array}{\|l} \hline \begin{array}{l} \text { Button } \\ \text { Type } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Audible } \\ \text { Signal } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Fush } \\ \hline \text { Transition } \\ \hline \end{array}$ | $\begin{array}{c\|} \hline \text { Detectable } \\ \text { Warning } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \\ \hline \end{array}$ | $\begin{gathered} \text { Straight } \\ \text { curb } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \text { Landing } \\ \hline \end{array}$ | $\begin{array}{\|l} \hline \text { Ramp } \\ \text { Slope } \end{array}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \\ \hline \end{gathered}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Right Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Left Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \hline \text { Gutter Slope + } \\ \text { Ramp Slope } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Landing } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Landing } x-\mid \\ \text { Slope } \\ \hline \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { Right X- } \\ \text { Slope } \end{array}$ | $\begin{gathered} \substack{\text { Left } \\ \text { Slope }} \end{gathered}$ |  | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | ${ }^{6}$ | 907.4 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 15.00 | 5.10 | 23.30 | 5.00 | 20.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c6 | 905.5 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 7.00 | 6.00 | 2.30 | 10.60 | 11.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 5652.4 | sw | Regular | No |  |  |  |  |  | Yes | Yes | No | No | No | 10.10 | 0.20 | 6.30 | 8.30 | 16.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 5972.4 | NW | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 10.40 | 1.00 | 4.20 | 6.30 | 18.10 | 2.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 6023.5 | sw | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.70 | 1.20 | 7.30 | 6.60 | 21.40 | 1.20 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B3 | 54.8 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 6.30 | 3.50 | 6.30 | 0.80 | 14.90 | 1.10 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 7256.1 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 8.90 | 1.70 | 7.70 | 11.10 | 19.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 7207.2 | NW | Regular | Yes | 2 inch | No | No | Yes | No | Yes | No | Yes | No | No | 6.70 | 2.30 | 10.50 | 4.30 | 8.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {B2 }}$ | 7209.3 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 6.90 | 5.50 | 9.00 | 1.20 | 13.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 7261.9 | SE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 3.20 | 5.50 | 1.40 | 7.80 | 15.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 7643.9 |  | Parallel | No |  |  |  |  |  | No | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.20 | 3.10 | 7.40 | 14.30 | 7.00 | 1.00 | 0.20 |  | No |
| Medium | Yes | B2 | 7691.1 |  | Regular | No |  |  |  |  |  | No | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.70 | 1.50 | 0.90 | 0.80 | 1.00 | 10.10 | 1.60 |  | No |
| Medium | Yes | ${ }^{82}$ | 7856.0 |  | Regular | No |  |  |  |  |  | No | Yes | NA |  | NA | 12.20 | 0.40 | 0.9999 | 0.9999 | 13.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 8473.7 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 11.60 | 0.80 | 9.50 | 12.20 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 82 | 8553.3 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 1.30 | 0.70 | 3.60 | 5.50 | 7.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 9764.7 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 0.90 | 4.80 | 10.40 | 1.50 | 9.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 9807.0 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 0.60 | 0.60 | 2.90 | 5.50 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 9880.9 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.70 | 8.10 | 18.30 | 0.40 | 18.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | ${ }^{82}$ | 11185.8 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 13.90 | 1.80 | 6.30 | 5.80 | 20.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 11257.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.10 | 0.60 | 5.40 | 4.70 | 18.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 11441.9 | NE | Regular | Yes | 2 inch | Yes | Yes | Yes |  | Yes | No | Yes | No | No | 8.50 | 1.20 | 6.40 | 3.90 | 19.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 11512.5 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | No | No | No | 5.90 | 4.70 | 0.60 | 6.30 | 12.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 11450.5 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 5.20 | 1.90 | 10.10 | 4.40 | 9.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 11516.3 | sw | Regular | Yes | 2 inch | Yes | Yes | No | No | Yes | No | Yes | No | No | 8.20 | 1.30 | 9.00 | 6.10 | 20.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 13830.6 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.00 | 7.10 | 2.90 | 14.70 | 20.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 14038.2 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 10.20 | 1.80 | 7.40 | 8.30 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 14257.5 | NE | Regular | Yes | Older | No | Yes | No | No | No | No | Yes |  | No | 11.60 | 4.90 | 11.20 | 23.00 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 14280.7 | NW | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | Yes | No | 11.70 | 5.30 | 12.00 | 15.80 | 20.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 14302.6 | Nw | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | No | Yes | 5.20 | 5.20 | 8.60 | 4.60 | 27.70 | 2.50 | 3.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 14314.1 | NW | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 10.10 | 2.40 | 9.20 | 6.00 | 14.30 | 4.50 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 14255.0 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 10.10 | 2.00 | 25.80 | 15.20 | 18.30 | 2.80 | 5.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 14241.6 | NE | Regular | No |  |  |  |  | No | No | No | Yes |  | Yes | 3.30 | 1.90 | 24.40 | 20.10 | 16.30 | 5.50 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 14257.0 | SE | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | Yes | 13.00 | 4.70 | 16.50 | 24.10 | 23.30 | 1.30 | 2.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 14291.6 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | Yes | No | 9.80 | 6.40 | 22.90 | 10.70 | 19.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 16972.4 |  | Regular | Yes | Older | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 11.90 | 1.40 | 9.90 | 7.60 | 13.50 | 3.80 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 16392.7 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 6.00 | 1.30 | 9.30 | 4.00 | 15.00 | 2.00 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 15954.6 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 11.90 | 1.00 | 7.90 | 5.30 | 14.20 | 2.20 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 16232.9 |  | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 1.20 | 5.50 | 14.90 | 2.50 | 6.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 82 | 16354.0 |  | Regular | No |  |  |  |  |  | No | No | Yes |  | Yes | 8.90 | 3.40 | 6.50 | 14.60 | 14.70 | 10.50 | 4.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 16696.9 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 9.60 | 0.00 | 9.70 | 5.40 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 16763.4 |  | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | Yes | ${ }^{6.50}$ | 3.50 | 8.90 | ${ }^{\text {10.50 }}$ | 16.10 | 0.20 | 3.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 16801.0 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 8.80 | 3.70 | 14.10 | 2.50 | 16.90 | 2.80 | 8.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 16974.2 | NE | Regular | Yes | Older | No | No | Yes | No | No | No | Yes | Yes | No | 11.20 | 1.50 | 19.00 | 6.70 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17032.2 | SE | Regular | Yes | Older | Yes | No | No | No | No | No | Yes | No | No | 12.20 | 2.50 | 18.50 | 13.00 | 16.30 | ${ }^{0.00}$ | 0.00 | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17290.8 |  | Regular | No |  |  |  |  | No | No | No | NA |  | No | 9.50 | 4.30 | 19.90 | 12.00 | 18.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17367.0 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 10.00 | 5.40 | 22.40 | 15.00 | 11.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17584.0 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 9.70 | 1.00 | 7.80 | 12.50 | 20.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17758.7 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.00 | 2.50 | 14.60 | 14.80 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17803.7 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.70 | 5.00 | 0.60 | 18.00 | 8.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17845.0 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.60 | 4.70 | 5.80 | 15.90 | 22.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17892.4 | sw | Regular | No |  |  |  |  |  | No | No | NA |  | No | 9.60 | 0.50 | 12.80 | 12.00 | 17.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17449.7 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 11.50 | 6.10 | 9.40 | 23.00 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 82 | 17038.2 |  | Regular | Yes | Older | No | No | Yes | No | Yes | No | Yes | No | No | ${ }^{15.50}$ | 4.70 | 8.60 | 10.50 | 23.50 | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 17468.0 |  | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes |  | Yes | 8.30 | 4.60 | 7.90 | 9.00 | 14.60 | 2.40 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 18872.9 | NW | Regular | No |  |  |  |  |  | No | Yes | NA |  | Yes | 8.70 | 0.20 | 7.60 | 8.10 | 12.30 | 2.00 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 19289.6 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 4.60 | 2.20 | 6.60 | 10.00 | 10.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 19291.7 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | Yes | No | 4.40 | 3.00 | 9.20 | 5.40 | 7.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D2 | 95.4 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 10.10 | 0.30 | 12.50 | 13.30 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 02 | 62.6 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.50 | 1.10 | 13.00 | 17.10 | 16.60 | $\stackrel{0}{0.00}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c } 6}$ | 1127.5 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.70 | 8.30 | 5.50 | 12.10 | 16.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{6} 6$ | 1067.0 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.00 | 5.00 | 11.90 | 6.40 | 9.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{6} 6$ | 650.1 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.60 | 1.40 | 7.50 | 4.40 | 13.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c } 6}$ | 602.3 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.30 | 0.40 | 9.30 | 5.50 | 18.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c6 | 243.2 | NW | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 11.20 | 0.60 | 12.10 | 12.40 | 17.30 | 1.70 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{6} 6$ | 31.3 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.20 | 0.30 | 18.90 | 14.10 | 10.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c } 6}$ | 29.3 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.90 | 2.80 | 9.10 | 11.30 | 21.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c6 | 23.6 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | No | Yes | Yes | 13.90 | 4.40 | 14.00 | 10.40 | 21.60 | 2.60 | 4.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 444.1 | sw | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 3.10 | 2.10 | 6.60 | 9.90 | 11.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes Yes Pes | $\stackrel{C 6}{C 5}$ | ${ }_{983378} 98$ | SE | Regular | No | 2 inch | No |  | No |  | Yes | Yes | NA |  | No | ${ }_{7}^{2.40}$ | $\frac{2.00}{5.90}$ | 10.60 <br> 14.00 | $\frac{5.90}{1.00}$ | $\frac{10.10}{11.40}$ | $\frac{0.00}{0.00}$ | 0.00 | $\frac{0.00}{0.00}$ | ${ }_{0}^{0.00} 0$ | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ |  | $\stackrel{\text { No }}{\text { No }}$ |
| Medium | Yes | ${ }^{\text {c5 }}$ | 9479.0 | NW | Parallel | Yes | Older | No | No | No | No | Yes | No | NA |  | No | $\stackrel{\text { 9.30 }}{ }$ | ${ }_{2} .80$ | 2.60 | $\stackrel{9}{9.70}$ | 5.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 9460.1 | NW | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 13.50 | 0.10 | 43.80 | 29.70 | 23.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |




| $\begin{aligned} & \text { Location } \\ & \text { Priority } \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \hline(y / N) \end{aligned}$ | Route | Postmile | Intersection | Ramp Type | Signalized Intersection | $\begin{array}{\|c\|} \hline \begin{array}{l} \text { Button } \\ \text { Type } \end{array} \\ \hline \end{array}$ |  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Out } \\ \text { of Reach } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{array}{c\|} \hline \text { Flush } \\ \text { Transition } \end{array}$ | $\begin{gathered} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{array}{\|c} \hline \text { Straight } \\ \text { curb } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \text { Landing } \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | Ramp X- | Right Flare Slope | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Left Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \text { Gutter Slope + } \\ \text { Ramp Slope } \end{gathered}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Landing } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Landing } x-\mid \\ \text { Slope } \\ \hline \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\left.\begin{array}{\|c\|} \hline \text { Right } \mathrm{X} \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{gathered} \substack{\text { Left } \\ \text { Slope }} \end{gathered}$ |  | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | ${ }^{\text {A4 }}$ | 2573.2 | SE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 6.20 | 0.30 | 8.30 | 11.20 | 12.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A4 | 2510.0 | NE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 10.80 | 1.40 | 15.00 | 19.00 | 20.10 | 6.40 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A4 }}$ | 1928.7 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | ${ }^{6.50}$ | 4.90 | 3.00 | 9.50 | 15.60 | 0.90 | 6.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }_{\text {A }}$ | 1459.3 | SE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 10.10 | 2.90 | 10.60 | 11.80 | 17.10 | 0.30 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A4 | 1394.4 | NE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 12.90 | 0.60 | 12.00 | 9.80 | 19.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }_{\text {A }}$ | 953.4 | SE | Regular | Yes | Older | No | No | No | No | Yes | Yes | Yes | No | Yes | 6.40 | 0.30 | 6.30 | 7.90 | 17.20 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A }}$ | 899.0 | NE | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 8.60 | 2.60 | 11.20 | 18.00 | 18.10 | 2.10 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A4 | 4810.4 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | Yes | No | 10.70 | 0.40 | 11.50 | 18.00 | 18.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A4 }}$ | 4626.1 | SE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 7.60 | 1.10 | 8.80 | 9.80 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A }}$ | 4556.2 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.10 | 2.80 | 5.90 | 8.00 | 14.80 | 1.50 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A4 | 4238.9 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 5.60 | 2.30 | 5.90 | 8.80 | 16.30 | 4.30 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A4 }}$ | 3039.7 | SE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 4.00 | 0.80 | 7.20 | 7.80 | 12.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }_{\text {A }}$ | 3044.8 | sw | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 8.80 | 4.20 | 7.80 | 6.60 | 15.10 | 1.80 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }_{\text {A }}$ | 3892.4 | sw | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | $\stackrel{\text { cren }}{13.80}$ | 0.50 | ${ }^{7.30}$ | 14.70 | 19.30 | $\stackrel{1.80}{4.20}$ | ${ }^{2.20}$ | 0.00 | 0.00 | ${ }_{0} 0.00$ | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A4 }}$ | 4870.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 18.00 | 3.30 | 23.90 | 18.90 | 23.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | ${ }^{\text {A4 }}$ | 4870.3 | sw | Regular | No |  |  |  |  |  | No | Yes | NA |  | Yes | 3.30 | 0.20 | 9.30 | 0.90 | 4.70 | 2.20 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A4 | 4870.3 | SE | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 16.00 | 2.00 | 15.10 | 19.60 | 23.70 | 0.10 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A4 }}$ | 4870.3 | SE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 15.20 | 2.40 | 21.90 | 20.20 | 22.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A4 | 4860.4 | SE | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | Yes | Yes | 10.30 | 5.70 | 28.30 | 22.50 | 11.60 | 6.50 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A4 | 4870.3 | SE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 16.10 | 2.70 | 17.60 | 22.50 | 19.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 715.9 | NW | Regular | Yes |  |  |  |  |  | No | No | Yes | No | Yes | 10.70 | 0.40 | 18.50 | 17.70 | 21.80 | 3.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | ${ }^{\text {A5 }}$ | 723.8 | NW | Regular | Yes |  |  |  |  |  | Yes | No | Yes | Yes | Yes | 13.00 | 0.50 | 25.90 | 16.50 | 26.20 | 4.50 | 2.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 739.3 | NE | Regular | Yes |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.60 | 1.20 | 10.50 | 6.80 | 14.90 | 8.20 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 10384.0 | sw | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 8.50 | 0.20 | 6.90 | 8.10 | 16.10 | 1.40 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A5 }}$ | 978.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 6.10 | 0.10 | 4.50 | 7.50 | 15.30 | 0.30 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 1003.6 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 5.90 | 2.10 | 9.90 | 3.30 | 8.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 1215.4 | NE | Regular | Yes |  |  |  |  | No | No | No | Yes | No | Yes | 3.50 | 0.30 | 5.80 | 4.00 | 7.80 | 2.60 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 1280.2 | SE | Regular | Yes |  |  |  |  | No | No | Yes | Yes | No | Yes | 7.40 | 0.80 | 7.90 | 6.70 | 14.80 | 2.50 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A5 }}$ | 1731.0 | NE | Regular | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 8.30 | 1.90 | 8.40 | 8.70 | 16.50 | 2.20 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 1748.4 | SE | Regular | Yes |  |  |  |  |  | Yes | Yes | Yes | No | No | 1.70 | 5.00 | 2.30 | 9.20 | 8.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 1860.9 | NE | Regular | No |  |  |  |  |  | No | Yes | Yes | No | No | 1.80 | 5.20 | 7.20 | 5.50 | 9.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 2338.1 | NE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 7.00 | 1.70 | 12.10 | 6.10 | 16.30 | 6.90 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 2400.4 | SE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 8.70 | 1.30 | 10.20 | 9.10 | 16.40 | 3.30 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 2800.1 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 9.10 | 0.30 | 0.9999 | 6.80 | 15.90 | 3.70 | 3.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 2830.0 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 5.00 | 1.30 | 8.80 | 5.80 | 10.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 2830.0 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 7.60 | 1.10 | 7.90 | 6.00 | 14.40 | 2.60 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 2801.6 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 10.80 | 1.10 | 10.00 | 8.30 | 15.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 2701.0 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 12.80 | 0.60 | 10.20 | 15.30 | 17.10 | 4.40 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 2400.3 | sw | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 8.10 | 0.40 | 5.90 | 6.90 | 17.50 | 2.00 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 2339.2 | NW | Regular | Yes |  |  |  |  | No | No | No | Yes | No | Yes | 9.10 | 3.60 | 12.40 | 8.80 | 21.50 | 3.40 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 | sewer grate gutter | No |
| Medium | Yes | A5 | 1885.8 | sw | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 6.70 | 1.30 | 6.90 | 9.00 | 14.10 | 6.00 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 1856.7 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 6.50 | 3.50 | 9.80 | 10.20 | 14.20 | 3.00 | 3.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 1749.4 | sw | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 8.30 | 2.40 | 9.10 | 8.20 | 19.00 | 5.30 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 1723.7 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | ${ }^{8.80}$ | 1.10 | 5.10 | 9.50 | 14.40 | ${ }_{1} 1.10$ | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 1217.1 | NW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 6.30 | 0.40 | 8.30 | 5.80 | 12.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A5 | 784.7 | sw | Regular | Yes |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.40 | 1.60 | 9.30 | 9.50 | 17.20 | 4.20 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 8820.8 | NW | Regular | Yes |  |  |  |  | No | No | No | Yes | No | Yes | 12.50 | 1.60 | 12.10 | 12.60 | 18.05 | 7.30 | $\stackrel{1.00}{ }$ | 0.00 | 0,00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 8427.1 | sw | Regular | Yes |  |  |  |  | No | No | Yes | Yes | Yes | Yes | 8.20 | 1.00 | 7.40 | 11.00 | 17.50 | 5.00 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 8367.2 | NW | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | Yes | Yes | 7.40 | 0.40 | 9.10 | 9.10 | 20.60 | 1.20 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7912.6 | sw | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 6.80 | 0.70 | 8.00 | 9.70 | 14.50 | 1.40 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7879.8 | NW | Regular | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 8.80 | 0.10 | 6.10 | 7.00 | 13.50 | 0.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7765.7 | sw | Regular | No |  |  |  |  |  | No | Yes | Yes | No | No | 1.20 | 3.10 | 7.70 | 2.80 | 5.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7754.8 | sw | Regular | No |  |  |  |  |  | No | No | Yes | Yes | Yes | 15.50 | 1.10 | 9.70 | 9.30 | 21.20 | 2.00 | 0.60 | 0.00 | 0.00 | ${ }_{0}^{0.00}$ | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7708.6 | NW | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 8.20 | 1.50 | 10.80 | 12.20 | 8.20 | 1.30 | 2.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7670.8 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 14.30 | 0.50 | 11.10 | 9.40 | 14.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7306.9 | sw | Regular | Yes |  |  |  |  | No | No | Yes | Yes | No | Yes | 8.50 | 0.10 | 8.00 | 9.90 | 16.40 | 3.20 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7301.6 | SE | Regular | Yes |  |  |  |  | No | No | Yes | Yes | No | Yes | 12.60 | 1.90 | 10.60 | 12.50 | 22.00 | 0.60 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7775.8 | SE | Regular | No |  |  |  |  |  | No | Yes | Yes | No | No | 0.70 | 8.40 | 2.40 | 7.30 | 8.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7892.0 | NE | Regular | No |  |  |  |  |  | No | Yes | Yes | No | No | 0.00 | 4.10 | 7.50 | 2.60 | 5.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A6 | 8364.9 | NE | Regular | Yes |  |  |  |  | No | No | Yes | Yes | No | Yes | 5.90 | 0.40 | 7.80 | 7.90 | 11.50 | 4.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 8428.9 | SE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.80 | 0.40 | 11.00 | 9.60 | 14.90 | 4.40 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 6827.9 | sw | Regular | Yes |  |  |  |  | No | No | No | Yes | Yes | Yes | 8.00 | 1.30 | 7.70 | 8.80 | 16.20 | 4.50 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 6984.3 |  | Regular | No |  |  |  |  |  | No | Yes | NA |  | No | 10.70 | 3.70 | 14.30 | 7.70 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7035.7 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.80 | 3.30 | 6.90 | 14.10 | 19.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7121.3 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 10.50 | 0.60 | 11.40 | 5.90 | 13.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7160.6 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 4.30 | 3.10 | 3.80 | 7.80 | 11.80 | 5.80 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7235.4 | NW | Regular | Yes |  |  |  |  | No | No | No | Yes | Yes | Yes | 4.80 | 0.10 | 4.70 | 6.20 | 13.40 | 1.80 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 7235.6 | NE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | Yes | Yes | 8.50 | 0.10 | 9.90 | 8.10 | 17.20 | 3.50 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A6 | 6828.5 | SE | Regular | Yes |  |  |  |  | No | No | No | Yes | No | Yes | $\stackrel{5}{3.80}$ | 1.00 | 3.70 | 10.70 | 14.10 | 1.10 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 6768.2 | NE | Regular | Yes |  |  |  |  | No | No | No | Yes | No | Yes | 3.60 | 1.40 | 6.10 | 7.00 | 13.70 | 2.60 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | ${ }^{6356.1}$ | NE | Regular | Yes |  |  |  |  | No | No | No | Yes | No | Yes | 9.80 | 0.30 | 7.10 | 4.00 | 17.30 | 2.60 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes |  | 6290.3 |  | Regular | Yes | 2 inch |  | No | No | No | No | No | Yes | No | Yes | 3.10 | 1.10 | 7.60 | 4.20 | 14.50 | 3.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| $\begin{aligned} & \text { Location } \\ & \text { Priority } \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \text { (Y/N) } \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Signalized } \\ \text { Intersection } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Too } \\ \text { High } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Fush } \\ \text { Transition } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Detectable } \\ \text { Warning } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} \text { Straight } \\ \text { Curb } \\ \hline \end{array} \\ \text { Curb } \\ \hline \text { Curbigh } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Tonding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Rlope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Right Flare } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \\ \hline \end{array}$ | Gutter Slope + <br> Ramp Slope | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|c\|l\|} \text { Slope } \end{array}$ | $\left.\begin{array}{\|c} \hline \text { Landing } \mathrm{x} \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \text { Right X. } \\ \text { Slope } \end{array}$ | $\begin{gathered} \substack{\text { Left } \\ \text { Slope }} \end{gathered}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | ${ }^{\text {A6 }}$ | 6163.0 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.00 | 0.30 | 10.80 | 6.70 | 8.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | ${ }^{\text {A6 }}$ | 5645.0 | NE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 4.70 | 1.10 | 7.50 | 11.70 | 8.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 5625.8 | NE | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | No | 3.30 | 0.60 | 7.10 | 7.90 | 11.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 5387.6 | SE | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | No | 2.60 | 1.10 | 5.30 | 8.50 | 9.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 5329.7 | NE | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | No | 7.40 | 1.20 | 10.00 | 7.30 | 13.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 4944.8 | SE | Regular | Yes | Older | No | No | No | No | Yes | Yes | Yes | No | No | 8.60 | 3.20 | 9.70 | 4.40 | 16.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 4885.3 | NE | Regular | Yes | Older | No | No | No | No | Yes | Yes | Yes | No | No | 11.10 | 6.90 | 13.50 | 7.00 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 4872.6 | NW | Regular | Yes | Older | No | No | Yes | No | Yes | No | Yes | No | No | 17.00 | 9.00 | 8.40 | 19.30 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 4888.4 | NW | Regular | Yes | Older | No | No | No | No | No | Yes | Yes | No | No | 8.40 | 5.90 | 3.40 | 16.60 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 5333.7 | NW | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | No | 5.40 | 0.40 | 8.10 | 9.60 | 10.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 5376.8 | sw | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 3.00 | 2.50 | 1.90 | 6.60 | 6.80 | 2.70 | 3.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 6407.5 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 7.60 | 2.40 | 8.10 | 10.40 | 11.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 6478.6 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 8.90 | 0.30 | 5.50 | 5.90 | 15.40 | 2.60 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 4792.5 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 1.80 | 5.00 | 1.60 | 0.9999 | 11.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 2921.5 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 12.90 | 12.70 | 25.70 | 2.30 | 18.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 2911.7 | NE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 13.80 | 4.90 | 25.30 | 13.90 | 24.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 2358.3 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.70 | 4.60 | 18.80 | 9.40 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A6 | 2328.2 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.60 | 1.50 | 15.80 | 12.70 | 13.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 1597.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.10 | 13.80 | 5.30 | 25.00 | 12.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 1577.9 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | Yes | No | 10.90 | 0.00 | 11.50 | 15.20 | 16.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | ${ }^{19827.3}$ |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 9.90 | 3.20 | 10.10 | 15.80 | 17.80 | 2.20 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 1570.5 | NW | Regular | No |  |  |  |  |  | No | No | Yes | Yes | No | 9.00 | 6.30 | 20.40 | 4.20 | 16.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 1601.0 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | Yes | No | 10.30 | 3.10 | 15.90 | 12.40 | 17.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 2894.5 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 5.70 | 12.40 | 8.00 | 18.10 | 16.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A6 }}$ | 2920.2 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.10 | 3.60 | 3.40 | 9.00 | 18.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{65}$ | 29417.2 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | ${ }^{13.50}$ | 0.20 | 10.20 | 9.90 | 42.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {B }}$ | 28840.6 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 11.50 | 2.00 | 16.40 | 8.50 | 18.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{6}$ | 28821.1 | NW | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 14.20 | 2.10 | 12.10 | 14.80 | 26.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{65}$ | 26582.0 |  | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | Yes | 8.70 | 0.40 | 9.10 | 8.40 | 18.40 | 1.80 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B5 | 26688.4 |  | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 10.20 | 1.80 | 9.40 | 2.50 | 13.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{65}$ | 26556.1 | NE | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | No | Yes | 14.80 | 3.20 | 10.20 | 14.10 | 20.80 | 3.40 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{5}$ | 26558.6 |  | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | Yes | 14.10 | 2.00 | 10.20 | 6.20 | 19.10 | 2.10 | 3.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{3}$ | 26587.5 |  | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 10.60 | 1.30 | 4.90 | 10.30 | 16.00 | 0.70 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | $B 5$ | 26596.9 |  | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 9.00 | 1.90 | 13.30 | 6.50 | 21.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{5}$ | 28170.9 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 9.30 | 1.40 | 8.80 | 5.30 | 12.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | very poor pavement condition | No |
| Medium | Yes | ${ }^{85}$ | 28196.5 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 12.30 | 2.00 | 9.10 | 12.80 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{65}$ | 2887.5 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 12.30 | 0.10 | 8.20 | 8.60 | 20.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{6}$ | 28965.3 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | ${ }_{6} 6.90$ | 0.20 | 9.80 | 9.30 | 9.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{5}$ | 29149.7 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.30 | 3.00 | 7.00 | 12.00 | 17.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B5 | 29292.2 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 11.90 | 0.00 | 0.9999 | 8.50 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{6}$ | 29335.4 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.20 | 0.20 | 9.70 | 9.80 | 10.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | ${ }^{5}$ | 31301.5 | sw | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 11.00 | 4.80 | 14.30 | 5.40 | 22.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{85}$ | 26504.8 | sw | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | ${ }^{8.30}$ | 1.80 | 4.50 | 7.00 | 18.30 | 0.60 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{6}$ | 26471.8 | sw | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | Yes | 10.90 | 2.90 | 10.20 | 7.60 | 18.70 | 0.30 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | ${ }^{5}$ | 26469.7 | NW | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | No | Yes | 13.00 | 2.30 | 10.20 | 9.60 | 19.70 | 0.20 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{85}$ | 26507.3 | NW | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | Yes | 10.50 | 0.20 | 9.30 | 10.80 | 17.70 | 1.90 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{6}$ | 26129.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 1.40 | 2.60 | 0.70 | 7.80 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | ${ }^{5}$ | 26072.0 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 4.90 | 1.60 | 8.90 | 5.10 | 5.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{85}$ | 25743.1 | NE | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | No | No | 9.70 | 0.60 | 9.90 | 10.00 | 22.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B5 | 25695.8 | NW | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 9.90 | 0.40 | 9.30 | 8.90 | 15.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | ${ }^{5}$ | 25677.3 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 5.20 | 3.30 | 8.70 | 8.60 | 6.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{85}$ | 25734.7 | SE | Regular | Yes | 2 inch | No | Yes | No | No | No | No | Yes | Yes | No | 12.20 | 0.30 | 18.40 | 15.50 | 12.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 85 | 25983.0 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 8.20 | 3.10 | 11.70 | 4.10 | 10.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | $B 5$ | 26040.3 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 8.50 | 2.20 | 7.30 | 11.10 | 12.30 | 0.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{85}$ | 21801.6 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | ${ }^{9.30}$ | 1.00 | ${ }^{9.20}$ | 10.30 1530 | 18.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes Yes Yes | ${ }_{85}^{85}$ | ${ }_{2}^{222254.2}$ | SW | $\frac{\text { Regular }}{\text { Regular }}$ | Yes <br> Yes | ${ }_{2}^{2 \text { inch }}$ 2inh | $\frac{\text { No }}{\text { Yes }}$ | $\frac{\text { No }}{\text { No }}$ | $\frac{\text { No }}{\text { No }}$ | ¢ $\begin{aligned} & \text { Yes } \\ & \text { Yes }\end{aligned}$ | Yes Yes | $\frac{\text { No }}{\text { No }}$ | ${ }_{\text {Yes }}^{\text {Yes }}$ | $\frac{\text { No }}{\text { No }}$ | $\frac{\text { Yes }}{\text { No }}$ | 13.30 10.10 | $\stackrel{2.10}{0.50}$ | $\frac{12.60}{8.10}$ | $\frac{15.30}{9.20}$ | 17.20 23.20 | $\frac{2.20}{0.00}$ | 0.40 0.00 | ${ }_{0}^{0.00}$ | $\frac{0.00}{0.00}$ | ${ }_{0}^{0.00} 0$ | 0.00 0.00 |  | $\frac{\text { No }}{\text { No }}$ |
| Medium | Yes | 85 | 22920.5 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.70 | 0.70 | 7.40 | ${ }_{16.20}$ | ${ }_{23,30}$ | 0.00 | 0.00 | ${ }_{0}^{0.00}$ | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{85}$ | 22939.0 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.90 | 1.20 | 11.40 | 6.70 | 22.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{65}$ | 23320.2 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | ${ }^{11.50}$ | 0.80 | 6.70 | 11.50 | 19.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | $B 5$ | 22941.2 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.90 | 0.30 | 9.80 | 4.90 | 30.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 85 | 22915.7 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.90 | 4.50 | 11.60 | 11.00 | 24.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | ${ }^{5}$ | 22241.4 | NE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | No | 10.30 | 0.10 | 10.20 | 11.50 | 22.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | $B 5$ | 22228.2 | NW | Regular | Yes | 2 inch | No | Yes | No | Yes | Yes | No | Yes | No | No | 9.70 | 0.50 | 9.60 | 7.00 | 17.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{85}$ | 21634.0 |  | Regular | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 3.40 | 0.20 | 4.50 | 2.40 | $\frac{10.40}{810}$ | 4.40 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{65}$ | 21597.2 |  | Regular | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 7.70 | 0.40 | 10.70 | 12.90 | 8.10 | 0.90 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | $B 5$ | 21883.5 | NE | Regular | Yes | Older | No | No | No |  | No | Yes | Yes | No | Yes | 9.40 | 1.60 | 9.60 | 9.70 | 10.00 | 1.90 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{85}$ | ${ }^{21328.7}$ | NW | Regular | Yes | Older | No | No | No | No | No | Yes | Yes | No | Yes | 7.20 | ${ }^{0.80}$ | $\frac{13.20}{530}$ | 8.50 | 12.40 | 0.70 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{65}$ | 21103.6 |  | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 4.00 | 1.10 | 5.30 | 3.80 | 5.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{85}$ | 21073.9 |  | Parallel | No |  |  |  |  |  | No | Yes | Yes | No | Yes | ${ }^{0.00}$ | ${ }^{0.00}$ | ${ }^{0.00}$ | 0.00 | ${ }^{6.80}$ | 0.40 | 1.40 | 7.10 | 1.80 | 6.80 | 1.30 |  | No |
| Medium | Yes |  | 20219.1 | NW | Regular | Yes | 2 inch | No |  | No | No | No | No | Yes | No | No | 13.80 | 3.30 | 22.40 | 17.80 | 23.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  | № |






| $\begin{aligned} & \text { Location } \\ & \text { Priority } \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \text { (Y/N) } \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Signalized } \\ \text { Intersection } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Fush } \\ \text { Transition } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Detectable } \\ \text { Warning } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} \text { Straight } \\ \text { Curb } \\ \hline \end{array} \\ \text { Curb } \\ \hline \text { Curbigh } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Tonding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \end{gathered}$ | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \\ \hline \end{array}$ | Gutter Slope + Ramp Slope | $\left.\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ |  | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Right } x- \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \text { Left } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } \mathrm{X} \text { \| } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | E9 | 366.3 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 15.40 | 6.60 | 2.50 | 1.00 | 5.50 | 12.30 | 3.50 |  |  |
| Medium | Yes | F2 | 1316.4 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | Yes | Yes | 7.60 | 0.50 | 0.9999 | 7.50 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F2 | 2143.6 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 6.90 | 0.00 | 8.00 | 7.20 | 10.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | landing slope $=2.3 \%$ | No |
| Medium | Yes | F2 | 3004.1 | SE | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 6.50 | 3.30 | 2.80 | 8.30 | 14.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | F2 | 7003.6 |  | Regular | No |  |  |  |  | No | Yes | No | No | No | No | 6.50 | 1.80 | 3.30 | 8.60 | 16.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F2 | 7045.8 | SE | Parallel | No |  |  |  |  | No | Yes | No | No | No | No | 8.00 | 1.40 | 8.80 | ${ }^{13.30}$ | 6.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F2 | 8758.5 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 6.70 | 2.40 | 4.70 | 4.50 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F2 | 10312.7 | SE | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.10 | 4.40 | 1.80 | 11.30 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F3 | 607.2 | NW | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 8.60 | 0.50 | 0.9999 | 0.9999 | 11.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {F }}$ | 690.3 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 4.80 | 1.20 | 0.9999 | 0.9999 | 5.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }_{54}$ | 1797.7 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | No | 0.20 | 1.50 | 0.9999 | 0.9999 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F4 | 3126.2 | Nw | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 14.30 | 1.40 | 6.90 | 11.20 | 15.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F4 | 3157.8 | NE | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 13.30 | 3.30 | 8.00 | 4.10 | 21.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A8 | 932.7 | NE | Parallel | Yes | 2 inch | No | No | No | No | No | No | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 15.50 | 5.90 | 3.50 | 1.50 | 4.20 | 11.30 | 5.30 |  | No |
| Medium | Yes | F5 | 2523.8 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 8.20 | 1.30 | 0.9999 | 0.9999 | 9.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F5 | 1126.5 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 11.00 | 5.80 | 24.80 | 15.60 | 11.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F5 | 915.4 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 10.60 | 0.50 | 19.30 | 15.10 | 11.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A7 | 46.8 | NE | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 7.20 | 7.80 | 0.30 | 11.70 | 16.00 | 2.80 | 10.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A8 | 744.7 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 19.90 | 1.10 | 0.90 | 6.90 | 0.30 | 7.50 | 2.30 |  | No |
| Medium | Yes | А9 | 2763.3 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 5.90 | 9.80 | 2.60 | 19.90 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 2020.2 | NW | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 8.10 | 0.20 | 6.90 | 4.70 | 14.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 1965.7 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 10.50 | 2.10 | 10.70 | 7.60 | 12.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | А9 | 1126.8 | sw | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 6.60 | 0.70 | 6.00 | 11.60 | 13.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 1048.9 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.90 | 6.80 | 14.80 | 2.30 | 11.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 11037.0 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | ${ }^{9.50}$ | 0.20 | 7.00 | 4.70 | 15.10 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | А9 | 11968.4 | NW | Regular | No | Older | Yes | No | No |  | No | Yes | Yes | No | Yes | ${ }_{2} 2.30$ | 0.90 | 0.90 | 11.40 | 9.90 | 5.30 | 3.60 | 0.00 | 0.00 | 0.00 | 0.00 | ramp covered in dirt | No |
| Medium | Yes | A9 | 11966.2 | NW | Regular | No |  |  |  |  | No | No | Yes | Yes | No | Yes | 3.30 | 3.10 | 12.80 | 1.20 | 6.90 | 3.30 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 11971.0 | NW | Regular | Yes | Older | Yes | Yes | No | No | Yes | Yes | Yes | No | Yes | ${ }^{6.30}$ | 4.50 | 5.40 | 13.80 | 15.00 | 5.60 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | А9 | 14622.3 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.60 | 3.60 | 3.90 | 11.70 | 19.50 | 0.00 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 14645.0 | NW | Regular | No |  |  |  |  | No | No | Yes | Yes | No | Yes | 4.00 | 2.60 | 5.80 | 8.50 | 11.50 | 0.30 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 14651.3 | sw | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.40 | 1.00 | 5.10 | 8.40 | 14.80 | 0.60 | 3.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 19338.7 |  | Regular | Yes | 2 inch | Yes | No | No | Yes | Yes | Yes | Yes | No | Yes | 9.50 | 1.20 | 5.00 | 5.30 | 16.20 | 1.20 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 25860.5 | NW | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | No | 5.90 | 1.70 | 5.00 | 4.70 | 6.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 25890.0 | sw | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | Yes | 7.80 | 2.40 | 13.40 | 12.90 | 22.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 26034.8 | NW | Regular | No |  |  |  |  | No | No | No | Yes | No | Yes | 7.50 | 0.50 | 6.70 | 7.50 | 11.60 | 1.90 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 26093.8 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 5.20 | 1.80 | 6.80 | 6.90 | 15.20 | 5.70 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 26572.9 | sw | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | ${ }^{13.60}$ | 1.50 | 7.80 | 4.50 | 20.60 | 7.40 | 3.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 27006.6 | NW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 8.60 | 0.00 | 5.20 | 8.80 | 19.10 | 1.60 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 27067.5 | sw | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 9.10 | 0.50 | 4.40 | 5.30 | 15.00 | 3.20 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 28125.6 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.30 | 0.30 | 3.10 | 5.20 | 14.20 | 1.80 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34924.0 | sw | Regular | No |  |  |  |  | No | No | No | NA | No | No | 10.80 | 1.10 | 17.00 | 17.30 | 16.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34929.7 | sw | Regular | No |  |  |  |  | No | Yes | Yes | NA | No | Yes | 10.10 | 0.00 | 11.70 | 11.00 | 12.10 | 0.50 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34564.8 | sw | Regular | No |  |  |  |  | No | No | No | NA | No | No | 10.80 | 0.60 | 11.60 | 15.80 | 14.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34555.5 | SW | Regular | No |  |  |  |  | No | No | No | NA | No | No | 10.60 | 1.60 | 18.70 | 19.40 | 17.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34201.1 | SW | Parallel | No |  |  |  |  | No | No | No | NA | No | No | 14.70 | 2.20 | 18.10 | 14.90 | 7.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34179.3 | NW | Regular | No |  |  |  |  | No | No | No | NA | No | No | 18.40 | 4.30 | 17.90 | 26.00 | 23.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | ${ }^{33374.4}$ | SW | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | No | $\underset{\text { Yes }}{\substack{\text { Yes }}}$ | $\frac{10.00}{680}$ | 0.70 | 13.50 <br> 1.00 | $\frac{16.60}{1680}$ | 13.30 <br> 720 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 33101.2 | sw | Regular | No |  |  |  |  | No | No | No | NA | No | Yes | $\stackrel{6.80}{8.20}$ | 0.70 | 14.00 | 16.80 | 7.20 | 0.80 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | A9 | 33081.2 | nw | Regular | No |  |  |  |  | No | No | No | NA | No | No | 8.20 | 2.00 | 15.70 | 23.50 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | transition to street very rough with 3 in drop | No |
| Medium | Yes | A9 | 32497.2 | sw | Regular | No |  |  |  |  | No | Yes | No | NA | No | Yes | $\frac{8.10}{110}$ | 1.10 | 9.50 | $\frac{7.20}{1070}$ | 15.50 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | A9 | 32474.0 | NW | Regular | No |  |  |  |  | No | Yes | No | NA | No | No | 11.50 | 0.60 | 6.60 | 14.70 | 21.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 31996.3 | SW | Regular | No |  |  |  |  |  | No | No | No | No | Yes | 8.60 <br> 90 | 0.20 | 16.30 <br> 1520 <br> 15 | 15.60 1130 | 16.80 18.80 | $\stackrel{0.50}{2.20}$ | O.20 | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes Yes | A9 | 31955.1 | NW | $\frac{\text { Regular }}{\text { Regular }}$ | No |  |  |  |  | No | $\xrightarrow{\text { Nos }}$ | $\xrightarrow{\text { Nos }}$ | $\xrightarrow{\text { Nos }}$ | No | $\frac{\text { Yes }}{\text { No }}$ | $\stackrel{9.50}{9.90}$ | $\stackrel{0.90}{2.40}$ | $\frac{15.20}{3.40}$ | $\stackrel{11.30}{7.80}$ | $\stackrel{18.20}{23.80}$ | $\frac{2.40}{0.00}$ | $\frac{1.50}{0.00}$ | ${ }_{0}^{0.00}$ | 0.000 | ${ }_{0}^{0.00}$ | $\frac{0.00}{0.00}$ |  | $\frac{\text { No }}{\text { No }}$ |
| Medium | Yes | A9 | 35313.0 | sw | Regular | Yes | Older | No | No | No | No | No | No | Yes | No | No | ${ }_{10.20}$ | ${ }_{2} 2.10$ | ${ }^{3.780}$ | ${ }_{14.00}$ | ${ }_{16.70}$ | 0.00 | 0 | 0.000 | 0.00 | ${ }_{0}^{0.00}$ | ${ }_{0}^{0.00}$ |  | No |
| Medium | Yes | A9 | 35795.3 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | ${ }_{9.10}$ | 2.30 | ${ }^{9.30}$ | 4.20 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 35831.1 | Sw | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 10.80 | 2.40 | 8.50 | 8.60 | 12.80 | 5.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 36041.9 | sw | Regular | Yes | Older | No | No | No | No | Yes | No | NA |  | No | 12.70 | 3.70 | 13.40 | 14.40 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 36237.7 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | No | 8.30 | 0.10 | 9.40 | 9.50 | 3.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 36256.8 | sw | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 10.40 | 0.30 | 12.50 | 15.00 | 10.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 36842.2 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 7.90 | 2.70 | 9.90 | 7.00 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 36831.3 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 9.70 | 1.00 | 8.80 | ${ }^{3.50}$ | 18.30 | 0.00 | 0.00 | ${ }^{0.000}$ | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 42594.8 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 9.60 | 3.90 | 7.90 | 18.20 | 10.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 42496.9 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 9.50 | 2.10 | 10.50 | 4.40 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 42407.4 | Sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | ${ }^{6.30}$ | 4.60 | 11.40 <br> 260 | ${ }^{21.80}$ | 12.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 42402.6 | sw | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 9.00 | 4.00 | 26.10 | 17.20 | 9.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 42392.9 | sw | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 13.30 | 0.80 | 16.20 | 16.10 | 20.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 43390.2 | SW | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 8.40 | 3.10 | $\stackrel{9.90}{5}$ | 4.00 | $\frac{11.30}{120}$ | 0.00 | 0.00 | ${ }^{0.000}$ | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 41774.3 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 4.80 | 0.60 | 5.50 | 5.80 | 12.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | ${ }^{\text {41765.4 }}$ | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 10.90 | 2.80 | 17.50 | 10.70 | 20.10 1.80 | $\stackrel{0.00}{280}$ | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes |  | 41175.4 | sw | Regular | Yes | 2 inch |  |  | No | No | No | Yes | Yes | o. | Yes | 10.70 | 0.90 | 18.30 | 20.20 | 13.80 | 2.80 | 3.10 | 0.00 |  |  | 0.00 |  | No |





| $\begin{array}{\|l\|l\|l\|} \hline \begin{array}{l} \text { Location } \\ \text { Priority } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \text { Severe? } \\ (Y / N) \\ \hline \end{gathered}$ | Route | Postmile | $\begin{array}{\|c\|} \hline \text { Intersection } \\ \text { Corner } \end{array}$ | Ramp Type | $\begin{array}{\|c\|} \hline \text { Signalized } \\ \text { Intersection } \end{array}$ | $\left.\begin{array}{\|c} \text { Button } \\ \text { Type } \end{array} \right\rvert\,$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|c\|} \hline \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \text { Button Out } \\ \text { of Reach } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \begin{array}{c} \text { Audible } \\ \text { signal } \end{array} \end{array}$ | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{gathered} \text { Straight } \\ \text { Curb } \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline \text { Tanding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | Ramp X- | $\begin{gathered} \text { Right Flare } \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Gutter Slope + } \\ & \text { Ramp Slope } \end{aligned}$ | $\left.\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { Landing } X- \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Siloge } \end{aligned}$ | $\begin{array}{\|c\|c\|} \hline \text { Right X. } \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Left } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | F2 | 11778.1 |  | Parallel | No |  |  |  |  | No | Yes | No | No |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.10 | 0.70 | 0.50 | 0.9999 | 0.9999 | 9.80 | 2.00 |  | No |
| Medium | No | F4 | 1825.1 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | No | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.20 | 1.50 | 0.30 | 6.30 | 0.80 | 7.90 | 3.10 |  | No |
| Medium | No | F4 | 3623.8 | sw | Parallel | No |  |  |  |  |  | Yes | yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.20 | 2.00 | 1.20 | 14.20 | 3.20 | 7.70 | 1.80 | no sidewalk off of right <br> ramp | No |
| Medium | No | ${ }^{\text {A8 }}$ | 997.0 | SE | Parallel | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 7.50 | 1.80 | 10.90 | 8.10 | 6.80 | ${ }^{3.30}$ |  | No |
| Medium | No | F5 | 2693.4 | sw | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.10 | 0.30 | 5.10 | 1.70 | 1.90 | 8.70 | 0.30 |  | No |
| Medium | No | ${ }^{\text {F }}$ | 1453.6 |  | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.20 | 2.60 | 3.60 | 15.30 | 1.40 | 7.20 | 0.80 |  | No |
| Medium | No | F5 | 1333.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.30 | 2.50 | 2.50 | 2.70 | 2.60 | 11.60 | 1.40 |  | No |
| Medium | No | F5 | 1269.3 |  | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.30 | 1.70 | 2.50 | 8.50 | 1.10 | 12.30 | 1.60 |  | No |
| Medium | No | A7 | 2649.9 | NW | Parallel | No |  |  |  |  |  | Yes | No | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.70 | 2.50 | 0.50 | 4.40 | 2.80 | 9.40 | 3.50 |  | No |
| Medium | No | A8 | 21.2 | SE | Parallel | No | 2 inch | No | No | No |  | Yes | No | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 12.80 | 8.90 | 0.80 | 6.80 | 7.00 | 7.10 | 4.10 |  | No |
| Medium | No | A8 | 1451.6 |  | Parallel | No |  |  |  |  |  | Yes | No | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.70 | 7.30 | 5.30 | 1.10 | 3.80 | 11.40 | 4.80 |  | No |
| Medium | No | A8 | 1484.7 |  | Parallel | No |  |  |  |  |  | Yes | No | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.10 | 8.40 | 1.10 | 10.30 | 4.30 | 7.20 | 4.40 |  | No |
| Medium | No | A9 | 12076.6 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.40 | 1.60 | 2.50 | 9.10 | 1.10 | 4.30 | 1.40 |  | No |
| Medium | No | A9 | 11433.3 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 8.20 | 3.00 | 0.9999 | 0.9999 | 13.60 | 3.40 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 11950.3 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 6.20 | 5.50 | 16.00 | 0.10 | 8.80 | 1.00 | 6.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 12041.4 | SE | Regular | Yes | Older | No | Yes | No | No | Yes | Yes | No | No | Yes | 3.20 | 0.50 | 6.40 | 9.90 | 8.20 | 3.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 12056.3 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | ${ }_{5}^{5.30}$ | 1.40 | 3.90 | 9.80 | 10.00 | 7.10 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 12043.8 | SE | Regular | Yes | Older | No | Yes | No | No | Yes | Yes | Yes | Yes | Yes | 2.20 | 3.30 | 15.70 | 3.80 | 4.50 | 2.40 | 2.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 330.7 |  | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 4.00 | 1.20 | 1.80 | 1.90 | 1.40 | 8.60 | 0.40 |  | No |
| Medium | No | A9 | 298.7 |  | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.30 | 2.50 | 0.9999 | 0.9999 | 2.40 | 1.20 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 255.0 |  | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 6.60 | 2.50 | 0.9999 | 0.9999 | 9.90 | 3.10 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 25567.7 | NE | Regular | Yes | Older | Yes | No | No | No | Yes | No | Yes | No | Yes | ${ }^{9.80}$ | 2.30 | 13.80 | 14.10 | 12.40 | 3.70 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 26095.0 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.30 | 0.50 | 5.60 | 8.60 | 12.60 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 26521.3 | NE | Regular | Yes |  |  |  |  | Yes | Yes | No | Yes | No | Yes | 7.30 | 0.40 | 10.70 | 12.40 | 13.80 | 3.10 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 27774.6 | NE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 4.30 | 2.20 | 7.20 | 8.00 | 12.30 | 3.60 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 27543.2 | SE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.20 | 1.80 | 4.60 | 1.70 | 6.60 | 1.20 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 27876.7 | NE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 3.40 | 0.50 | 6.20 | 4.20 | 8.00 | 3.90 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 28199.0 | NE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.90 | 3.80 | 8.80 | 7.10 | 13.30 | 0.90 | 3.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 28162.5 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.30 | 0.50 | 4.20 | 6.60 | 9.30 | 1.40 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 35343.8 |  | Parallel | Yes | Older | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.40 | 2.20 | 1.80 | 7.00 | 0.10 | 7.50 | 2.00 |  | No |
| Medium | No | A9 | 35282.1 |  | Parallel | Yes | Older | Yes | No | No | No | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.80 | 2.20 | 1.00 | 5.60 | 1.30 | 9.00 | 1.00 |  | No |
| Medium | No | A9 | 34143.3 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.30 | 2.10 | 1.50 | 7.50 | 3.70 | 12.50 | 2.70 | under construction | No |
| Medium | No | C9 | 22.1 | NE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 12.40 | 1.40 | 0.10 | 8.40 | 2.50 | 6.30 | 1.40 | under construction | No |
| Medium | No | A9 | 31995.0 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.90 | 2.00 | 8.00 | 9.00 | 10.50 | 1.30 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 31739.4 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 1.10 | 1.40 | 9.70 | 1.80 | 4.50 | 0.10 |  | No |
| Medium | No | A9 | 36019.4 | NE |  | Yes | Older | Yes | No | No |  |  | No | Yes |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | in medin cut through, no | No |
| Medium | No | A9 | 43115.1 |  | Regular | Yes | 2 inch | No | No | Yes | No | Yes | Yes | Yes | No | Yes | ${ }^{3.80}$ | 1.90 | 7.30 | 5.70 | 4.40 | 0.40 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | ${ }^{43045.1}$ |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | ${ }^{0.000}$ | 0.00 | 0.00 | 0.00 | ${ }_{6}^{6.80}$ | 2.50 | 0.90 | 6.30 | $1.70$ | 8.10 | 1.30 |  |  |
| Medium | No | A9 | 39580.8 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 6.90 | 1.00 | 5.40 | 4.90 | 13.00 | 1.70 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 51442.0 |  | Regular | No |  |  |  |  | No | Yes |  |  |  | Yes | 8.30 | 2.50 | 14.60 | 7.60 | 10.40 | 0.40 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | ${ }^{51422.6}$ |  | Regular | No |  |  |  |  |  | Yes | No | No | No | Ves | 7.80 | 2.40 | 5.00 | 14.80 | 8.90 | 0.10 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | ${ }_{\text {Ag }}$ | ${ }^{50749.0}$ |  | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 1.90 | 1.10 | 12.80 | 8.30 | 2.80 | 2.20 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 49840.1 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 7.40 | 1.20 | 28.90 | 33.70 | 9.80 | 7.10 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 49817.5 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 7.10 | 1.20 | 22.00 | 35.50 | 11.40 | 7.50 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 47915.3 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | Ves | 6.40 | 0.50 | 9.00 | 9.40 | 9.50 | 2.40 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | C3 | 22444.0 |  | Regular | Yes | Older | No | Yes | No | No | Yes | Yes | Yes | No | Yes | 0.50 | 1.00 | 5.00 | 4.40 | 0.90 | 0.50 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 44287.2 |  | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Ves | 0.00 | 0.00 | 0.00 | 0.00 | 1.90 | 1.20 | 2.10 | 1.80 | 0.50 | 4.90 | 0.40 |  | No |
| Medium | No | A9 | 44230.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.40 | 0.50 | 0.30 | 4.80 | 0.80 | 2.70 | 0.40 |  | No |
| Medium | No | D8 | 43.3 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 4.90 | 0.40 | 2.90 | 6.00 | 8.50 | 1.20 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | E1 | 10460.4 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.50 | 0.30 | 1.60 | 5.90 | 3.00 | 6.70 | 1.70 |  | No |
| Medium | No | E1 | 10930.0 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.30 | 2.50 | 4.80 | 6.80 | 9.50 | 2.10 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | E1 | 10988.9 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 3.00 | 0.00 | 0.00 | 3.70 | 0.20 | 3.10 | 9.60 | 1.10 | 4.50 | 2.50 |  | No |
| Medium | No | E2 | 1831.5 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 1.60 | 1.00 | 5.70 | 9.80 | 11.20 | 3.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | E2 | 121.5 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 3.40 | 2.80 | 3.20 | 8.80 | 10.50 | 1.60 | 2.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | D8 | 69.7 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 7.60 | 1.00 | 4.90 | 14.40 | 10.00 | 4.10 | 4.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | D8 | 431.9 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.50 | 2.30 | 0.70 | 3.80 | 0.90 | ${ }^{9.30}$ | 0.60 |  | No |
| Medium | No | D8 | 477.6 |  | Parallel | No |  |  |  |  |  |  | Yes | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 3.10 | 0.80 | 1.30 | 8.80 | 2.50 | 7.00 | 4.00 |  | No |
| Medium | No | D8 | 773.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.10 | 2.50 | 2.40 | 7.00 | 2.00 | 8.30 | 2.10 |  | No |
| Medium | No | D7 | 3230.7 |  | Parallel | Yes | 2 inch | Yes | Yes | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.40 | 1.30 | 1.40 | 1.20 | 1.10 | 2.70 | 1.80 |  | No |
| Medium | No | E1 | 707.7 | NE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.40 | 0.80 | 6.90 | 6.80 | 13.40 | 2.20 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | E1 | 787.4 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.60 | 3.30 | 7.00 | 10.70 | 11.10 | 2.40 | 3.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | E1 | 1056.8 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.20 | 3.00 | 0.80 | 6.30 | 2.90 | 7.90 | 2.70 |  | No |
| Medium | No | E1 | 4015.2 | NE | Parallel | Yes | 2 inch | Yes | Yes | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.10 | 2.70 | 2.00 | 4.10 | 1.30 | 8.10 | 1.60 |  | No |
| Medium | No | E1 | 6433.6 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.90 | 1.30 | 1.00 | 7.20 | 2.80 | 7.50 | 1.20 |  | No |
| Medium | No | E1 | ${ }^{6506.8}$ | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.70 | 1.90 | 2.90 | 2.90 | 1.00 | 7.00 | 3.10 |  | No |
| Medium | No | E1 | 6652.2 | NE | Regular | Yes | Older | No | No | Yes | No | Yes | Yes | Yes | No | Ves | 0.90 | 0.70 | 1.80 | 4.60 | 9.10 | 3.30 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | $\stackrel{\text { No }}{\text { No }}$ | ${ }_{C 3}$ | 16568.1 |  | $\frac{\text { Regular }}{\text { Regular }}$ | $\frac{\text { No }}{\text { No }}$ |  |  |  |  |  |  |  |  |  |  | $\frac{9.10}{9.70}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| Medium | No | C3 | ${ }_{1}^{16649.4}$ | NW | Regular <br> Regular | No | 2 inch | No | Yes | No | No | Yes Yes | Yes No | No Yes | No No | Yes Yes Yes | 9.70 <br> 1.80 | 1.20 1.80 | $\frac{0.00}{10.30}$ | 0.00 4.80 | $\frac{10.20}{8.40}$ | 2.60 2.30 | 0.50 1.90 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 |  | No |
| Medium | No | D6 | 790.6 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 2.30 | 0.90 | 7.90 | 11.90 | 8.40 | 2.90 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |





| $\begin{aligned} & \text { Location } \\ & \text { Priority } \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \text { (Y/N) } \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Signalized } \\ \text { Intersection } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Audible } \\ \text { signal } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Fush } \\ \text { Transition } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Detectable } \\ \text { Warning } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Straight } \\ \text { Curb } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \text { Landing } \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \end{gathered}$ | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \\ \hline \end{array}$ | Gutter Slope + <br> Ramp Slope | $\left.\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ |  | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \text { Right X. } \\ \text { Slope } \end{array}$ | $\begin{gathered} \substack{\text { Left } \\ \text { Slope }} \end{gathered}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | B8 | 1782.9 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 8.30 | 1.20 | 8.40 | 7.30 | 9.80 | 3.80 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | No | B8 | 2190.9 | sw | Regular | No |  |  |  |  |  |  | Yes | Yes |  |  | 6.60 | 0.10 | 4.40 | 6.30 | 6.90 | 3.60 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 2240.9 | SE | Regular | No |  |  |  |  | No | Yes | Yes | No |  | Yes | 6.90 | 0.40 | 5.90 | 5.50 | 6.90 | 1.30 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 2660.4 | sw | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 7.30 | 0.60 | 7.60 | 10.40 | 8.50 | 4.30 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 2723.2 | SE | Regular | No |  |  |  |  | No | Yes | Yes | No |  | Yes | 7.50 | 3.00 | 5.00 | 7.60 | 8.20 | 1.60 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 2716.6 | NE | Regular | No |  |  |  |  | No | Yes | Yes | No |  | Yes | 3.30 | 1.10 | 5.90 | 5.90 | 6.10 | 2.60 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 2249.7 | NE | Regular | No |  |  |  | No | No | Yes | No | No |  | Yes | 5.00 | 2.70 | 9.10 | 6.00 | 6.10 | 5.90 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 2197.7 | Nw | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 5.20 | 0.30 | 7.20 | 6.00 | 5.90 | 4.50 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 1770.3 | NE | Regular | No |  |  |  | No | No | Yes | Yes | No |  | Yes | 3.70 | 0.50 | 7.30 | 5.40 | 8.50 | 5.00 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 1710.0 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 6.40 | 1.80 | 9.80 | 8.70 | 7.00 | 4.70 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 547.7 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 7.80 | 0.20 | 8.30 | 5.90 | 12.10 | 3.90 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B8 | 1478.9 | sw | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes |  | Yes | 2.80 | 1.20 | 7.90 | 11.80 | 8.60 | ${ }_{8} 8.20$ | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | ${ }^{84}$ | 167.1 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 6.20 | 0.40 | 0.9999 | 0.9999 | 10.90 | 0.60 | 4.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A10 | 118.0 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes |  | Yes | 7.10 | 2.10 | 0.9999 | 0.9999 | 10.70 | 5.00 | 2.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A10 | 743.9 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 10.00 | 0.40 | 14.40 | 10.10 | 10.10 | 0.30 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A10 | 284.1 | NE | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 6.60 | 1.10 | 9.50 | 10.90 | 13.70 | 1.90 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A10 | 174.1 |  | Regular | yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 3.80 | 0.90 | 0.9999 | ${ }^{0.9999}$ | 12.00 | 2.20 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | $\begin{aligned} & \hline \text { ped button does not } \\ & \text { activate signal } \end{aligned}$ | No |
| Medium | No | ${ }^{1}$ | 8034.3 | sw | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 0.80 | 2.40 | ${ }^{3.30}$ | 1.90 | 8.90 | 0.10 |  | No |
| Medium | No | ${ }^{\text {c1 }}$ | 6817.9 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 4.60 | 3.40 | 1.40 | 9.00 | 1.60 | 6.30 | 1.70 |  | No |
| Medium | No | ${ }^{\text {c1 }}$ | 6598.5 | sw | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.90 | 1.60 | 1.00 | ${ }^{9.30}$ | 0.90 | 7.30 | 0.90 |  | No |
| Medium | No | ${ }^{\text {c1 }}$ | 4791.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.50 | 0.20 | 0.90 | 8.20 | 4.20 | 9.20 | 0.60 |  | No |
| Medium | No | ${ }^{1}$ | 5019.7 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 4.00 | 3.70 | 0.60 | ${ }^{6.30}$ | 2.00 | 6.80 | 2.00 |  | No |
| Medium | No | ${ }^{1}$ | 5573.6 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.60 | 2.20 | 1.00 | 5.50 | 1.20 | 8.40 | 1.00 |  | No |
| Medium | No | ${ }^{1}$ | 6316.0 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.60 | 1.50 | 0.20 | 6.30 | 1.40 | 9.70 | 0.60 |  | No |
| Medium | No | ${ }^{1} 1$ | 6597.3 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.60 | ${ }^{2.50}$ | 0.10 | ${ }^{9.30}$ | 0.10 | 7.90 | 0.20 |  | No |
| Medium | No | ${ }^{\text {c1 }}$ | 6882.3 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.00 | 1.80 | 1.20 | 5.50 | 0.90 | 9.20 | 1.70 |  | No |
| Medium | No | ${ }^{1}$ | 6900.0 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 12.00 | 3.10 | 0.10 | 4.00 | 0.20 | 7.30 | 0.60 |  | No |
| Medium | No | ${ }^{1}$ | 7143.7 | SE | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.90 | 0.80 | 0.70 | 5.90 | 2.00 | 4.90 | 0.10 |  | No |
| Medium | No | ${ }^{\text {c1 }}$ | 7130.6 | NE | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 2.00 | 0.60 | 9.00 | 1.20 | 7.10 | 1.20 |  | No |
| Medium | No | $\mathrm{Cl}_{1}$ | 2792.7 | SE | Regular | No |  |  |  |  | No | Yes | Yes | No |  | Yes | 6.00 | 1.30 | 4.50 | 5.50 | 10.70 | 5.10 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B7 | 435.5 |  | Regular | No |  |  |  |  | No | Yes | Yes | No |  | Yes | 5.00 | 0.70 | 0.9999 | 0.9999 | 5.80 | 0.70 | 3.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | 87 | 490.3 |  | Regular | No |  |  |  |  | No | Yes | Yes | No |  | Yes | 7.20 | 2.40 | 0.9999 | 0.9999 | 8.50 | 2.00 | 3.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B7 | 1542.4 |  | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | 7.70 | 2.30 | 0.9999 | 0.9999 | 8.90 | 0.20 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | ${ }^{87}$ | 1575.1 |  | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | 8.30 | 3.20 | 0.9999 | 0.9999 | 9.30 | 0.30 | 3.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B1 | 7957.8 | sw | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.70 | 1.30 | 1.30 | 8.60 | 1.20 | 2.00 | 8.10 |  | No |
| Medium | No | ${ }^{1}$ | 7973.3 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.90 | 2.10 | 0.40 | 7.20 | 2.80 | 7.10 | 0.10 |  | No |
| Medium | No | ${ }^{\text {B1 }}$ | 7906.6 | NE | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.40 | ${ }_{1} 1.40$ | 1.10 | 5.70 | 2.00 | 7.60 | ${ }^{2.50}$ |  | No |
| Medium | No | B1 | 9324.3 | NE | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.00 | 0.00 | 1.40 | 10.30 | 3.10 | 4.90 | 1.70 | debris on ramp | No |
| Medium | No | B9 | 4088.9 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.80 | 0.70 | 1.10 | 8.40 | 0.10 | 9.00 | 1.50 |  | No |
| Medium | No | ${ }^{\text {B6 }}$ | 0.0 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.60 | 1.00 | $\stackrel{1}{2.00}$ | 7.90 | 2.30 | 5.00 | ${ }^{1.500}$ |  | No |
| Medium | No | 89 | 7567.9 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.50 | 1.70 | 1.30 | 4.60 | 2.90 | 6.20 | 2.20 |  | No |
| Medium | No | B9 | 7599.4 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.90 | 1.70 | 3.10 | 0.9999 | 0.9999 | 8.70 | 0.60 |  | No |
| Medium | No | B9 | 7649.4 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 4.80 | 1.90 | 7.00 | 0.9999 | 13.10 | $\frac{2.20}{}$ | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | 89 | 7888.4 | NW | Regular | Yes | 2 inch | Yes | Yes | No | No | Yes | Yes | Yes | No | Yes | 0.40 | 0.40 | 6.30 | 9.30 | 12.10 | 0.70 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | B9 | 7915.8 | NE | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.90 | 0.10 | 0.90 | 7.00 | 0.60 | 6.80 | 0.40 |  | No |
| Medium | No | B9 | 7556.7 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 1.70 | 1.80 | 9.50 | 5.50 | 12.60 | 5.00 | 3.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | 89 | 5924.8 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.80 | 0.80 | 0.40 | 8.60 | 1.10 | 8.50 | 1.80 |  | No |
| Medium | No | B9 | 5932.9 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.30 | 0.50 | 0.90 | 8.20 | 0.30 | 8.40 | 0.30 |  | No |
| Medium | No | B9 | 6239.7 | Nw | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.50 | 0.00 | 0.40 | 8.80 | 1.10 | 7.60 | 1.00 |  | No |
| Medium | No | B9 | 6571.6 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.90 | 1.20 | 0.70 | 8.40 | 0.90 | 6.80 | 0.60 |  | No |
| Medium | No | B9 | 6590.2 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.40 | 0.20 | 0.9999 | 7.00 | 10.70 | 2.10 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A6 | 10323.9 | Nw | Parallel | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.80 | 2.50 | 0.00 | 9.30 | 1.60 | 8.90 | 1.60 |  | No |
| Medium | No | E9 | ${ }^{386.5}$ | NE | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 | 9.40 | 8.40 | 6.40 | $\frac{2.60}{750}$ | 6.40 | 12.70 | $\frac{6.70}{}$ |  |  |
| Medium | No | F1 | 1563.2 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  |  | 1.30 | 1.20 | 0.00 | 8.80 | 4.10 | 1.30 | 1.20 | 7.50 | 0.90 | 8.80 | 2.20 |  | No |
| Medium | No | ${ }^{\text {F1 }}$ | 1537.8 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  |  | 0.00 8.10 | 0.00 | 0.00 | 0.00 | 0.90 | 0.70 | 1.90 | 4.10 | 1.20 | 8.10 | 2.90 |  |  |
| Medium | $\frac{\text { No }}{\text { No }}$ | ${ }_{\text {F2 }}$ | ${ }^{2011312.9}$ |  | ${ }_{\text {Regular }}^{\text {Parallel }}$ | No |  |  |  |  | No | Yes Yes | Yes <br> Yes | $\stackrel{\text { NA }}{\text { Yes }}$ | No | Yes | $\frac{8.10}{0.00}$ | $\frac{2.60}{0.00}$ | $\frac{7.20}{0.00}$ | $\frac{10.50}{0.00}$ | ${ }^{9.80} 11.20$ | ${ }_{0}^{0.00} 0$ | ${ }_{\text {O }}^{0.00} 3.00$ | 0.00 4.30 | 0.00 <br> 1.80 | ${ }_{8}^{0.00} 8$ | 0.00 1.30 |  | $\frac{\text { No }}{\text { No }}$ |
| Medium | No | ${ }^{\text {F }}$ | 1002.9 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  |  | ${ }_{0}^{0.00}$ | 0.00 | 0.00 | 0.00 | 11.70 | ${ }^{0.60}$ | ${ }^{3.00} 3$ | ${ }^{4.130}$ | 1.30 | 8.10 | ${ }_{1.50}^{1.50}$ |  | No |
| Medium | No | F4 | 1832.7 | NE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | ${ }^{6.30}$ | 2.80 | 0.9999 | 0.9999 | 11.00 | ${ }_{0} 0.00$ | 0.00 | 0.00 | $\stackrel{0}{0.00}$ | 0.00 | 0.00 |  | No |
| Medium | No | F4 | 2435.2 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 1.00 | 2.10 | 9.50 | 1.40 | 3.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | F4 | 2463.2 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 0.30 | 1.20 | 6.40 | 8.90 | 6.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A8 | 934.6 | NW | Parallel | Yes | Older | Yes | No | No | No | Yes | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 2.80 | 0.90 | 0.10 | 6.00 | 0.10 | 5.70 | 1.80 |  |  |
| Medium | No | F5 | 1155.5 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 1.40 | 1.00 | 2.10 | 5.50 | 0.20 | 10.10 | 5.20 |  | No |
| Medium | No | ${ }_{\text {A }}{ }^{\text {A8 }}$ | ${ }^{861.4}$ | SE | Regular Regular | No |  |  |  |  | No | Yes | $\underset{\text { Yes }}{\substack{\text { Yes }}}$ | NA |  | $\frac{\text { Yes }}{\text { Yes }}$ | 5.30 100 | 1.30 | 7.70 <br> 0.999 | 5.80 | $\frac{13.60}{4.60}$ | 2.20 | $\frac{1.50}{1.90}$ | 0.000 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | No | ${ }_{\text {A8 }}^{\text {A }}$ | 674.9 <br> 192058 |  | $\frac{\text { Regular }}{\text { Regular }}$ | $\xrightarrow{\text { No }}$ | 2 inch | No | No | Yes | No | Yes Yes | Yes Yes | $\stackrel{\text { NA }}{\text { Yes }}$ | No | Yes Yes | $\frac{1.00}{4.60}$ | $\frac{2.10}{6.10}$ | $\frac{0.9999}{3.80}$ | $\frac{0.9999}{7.80}$ | ${ }^{4.60}$ | 6.60 4.80 | $\stackrel{0.90}{7.50}$ | ${ }_{0}^{0.00}$ | $\frac{0.00}{0.00}$ | ${ }_{0}^{0.00}$ | $\frac{0.00}{0.00}$ |  | $\frac{\text { No }}{\text { No }}$ |
| Medium | No | A9 | 25553.2 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 6.50 | 3.40 | 16.80 | 18.40 | 10.40 | 1.90 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 25569.1 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 7.00 | 2.30 | 15.70 | 16.70 | 14.00 | 0.80 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 26214.4 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 8.10 | 1.80 | 9.10 | 8.20 | 11.10 | 1.60 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 26241.0 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 8.50 | 2.50 | 5.40 | 8.90 | 10.90 | 2.70 | 3.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | No | A9 | 27981.0 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 5.20 | 0.80 | 8.20 | 3.30 | 10.10 | 6.30 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |



| $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|} \hline \text { Priority } \end{array}$ | $\begin{aligned} & \text { Severe? } \\ & \text { (Y/N) } \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Signalized } \\ \text { Intersection } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \begin{array}{c} \text { Button } \\ \text { Type } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|c\|c\|c\|c\|c\|c\|} \hline \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \text { Button out } \\ \text { of Reach } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Audible } \\ \text { Signal } \end{array} \\ \hline \end{array}$ | $\begin{array}{c\|} \hline \text { Flush } \\ \text { Transition } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{gathered} \begin{array}{c} \text { Straight } \\ \text { curb } \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | Ramp X- | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Gutter Slope e } \\ & \text { Ramp Slope } \end{aligned}$ | $\left.\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { Landing } X \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Ripht } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|c\|} \hline \text { Right } \mathrm{x} \\ \text { Slope } \end{array}$ | $\begin{gathered} \substack{\text { Left } \\ \text { Slope }} \end{gathered}$ | $\begin{aligned} & \text { Left } x- \\ & \text { Slope } \end{aligned}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | Yes | A2 | 0.0 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 85 | 15093.6 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | ${ }^{6}$ | 15184.4 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B5 | 15148.3 | NW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | C1 | 2732.8 | NW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0,00 | 0.00 | 0.00 |  | No |
| Low | Yes | B6 | 3350.5 | sw | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 6556.7 | NE | Missing | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.10 | 1.60 | 1.40 | 7.20 | 0.50 | 6.90 | 1.40 |  | No |
| Low | Yes | F2 | 1388.1 | sw | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | E1 | 1624.7 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.50 | 0.90 | 4.80 | 8.90 | 11.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | D4 | 2979.0 | Sw | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.20 | 1.20 | 8.40 | 10.40 | 9.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | D4 | 3150.3 | sw | Regular | No |  |  |  |  |  | Yes | No | No |  | No | ${ }^{6.60}$ | 0.70 | 5.70 | 6.80 | 7.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | D4 | 4252.7 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 5.60 | 0.40 | 7.30 | 6.10 | 13.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | D4 | 4309.8 | Sw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 7.10 | 0.10 | 8.50 | 8.60 | 11.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | D4 | 4503.3 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.60 | 1.70 | 8.80 | 8.60 | 14.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 04 | 4568.1 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 1.80 | 7.20 | 3.30 | 6.20 | 9.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | C10 | 364.3 | NW | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 10.00 | 0.70 | 7.10 | 6.80 | 19.00 | 1.00 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | c7 | 3199.1 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.20 | 1.60 | 7.20 | 3.70 | 17.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | c7 | 3413.9 | Sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.20 | 1.40 | 8.70 | 8.80 | 15.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | C7 | 3463.6 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.90 | 1.30 | 7.70 | 7.40 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | ${ }^{\text {c7 }}$ | 4747.8 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.10 | 2.20 | 5.90 | 6.70 | 14.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | ${ }^{\text {c7 }}$ | 4799.0 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.70 | 0.00 | 8.40 | 7.60 | 12.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | C7 | 545.5 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 7.50 | 0.40 | 6.30 | 7.00 | 14.40 | 1.60 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B1 | 15293.5 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 10.70 | 1.00 | 8.40 | 15.60 | 18.30 | 3.80 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B1 | 13665.0 | sw | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 9.00 | 2.30 | 7.30 | 8.00 | 20.60 | 4.90 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 81 | 12607.8 | sw | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 10.60 | 5.10 | 3.00 | 13.50 | 13.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B1 | 13279.5 | NE | Regular | No |  |  |  |  | No | Yes | No | No | No | No | 8.30 | 3.80 | 5.60 | 11.90 | 17.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B1 | 15294.0 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.00 | 2.00 | 8.70 | 5.40 | 19.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | ${ }^{81}$ | 15383.9 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.90 | 2.70 | 7.40 | 10.00 | 20.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 01 | 4907.2 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 9.30 | 0.10 | 12.20 | 7.40 | 21.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 01 | 4982.6 | sw | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 9.80 | 0.40 | 10.50 | 11.10 | 23.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 01 | 2608.2 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.30 | 1.10 | 6.90 | 8.30 | 10.60 | 3.60 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | D1 | 2173.6 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.70 | 0.70 | 13.70 | 4.80 | 17.80 | 3.00 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 01 | 2553.5 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.10 | 2.30 | 7.70 | 3.30 | 15.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | D1 | 2908.8 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.80 | 0.20 | 11.60 | 5.20 | 17.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 01 | 3678.7 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.70 | 0.70 | 6.50 | 7.90 | 18.40 | 2.70 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | A6 | 4768.3 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.40 | 9.00 | 11.10 | 17.90 | 16.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | ${ }^{65}$ | 31305.9 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.00 | 8.30 | 1.60 | 17.50 | 23.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B5 | 30689.0 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.40 | 7.40 | 2.10 | 15.70 | 12.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B5 | 18713.2 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | ${ }_{6} 6.40$ | 0.70 | 3.90 | 6.30 | 13.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0,00 | 0.00 |  | No |
| Low | Yes | B5 | 19456.7 | NW | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 15.00 | 1.40 | 2.80 | 6.80 | 0.20 | 5.30 | 0.90 | pedestrian yield signal | No |
| Low | Yes | ${ }^{6}$ | 19524.4 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 8.90 | 1.10 | 9.80 | 4.50 | 24.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B5 | 19191.6 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 7.20 | 1.00 | 7.00 | 8.70 | 24.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B5 | 19138.5 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 5.70 | 0.20 | 4.80 | 6.80 | 17.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | ${ }^{6}$ | 18936.0 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 9.60 | 0.10 | 6.50 | 7.00 | 24.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | $B 5$ | 18695.0 | SE | Regular | No |  |  |  |  | No | No | No | Yes |  | No | 12.90 | 0.30 | 12.70 | 13.60 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 85 | 18620.3 | sw | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 13.40 | 1.40 | 19.20 | 16.90 | 23.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 3967.1 | NE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 12.20 | 3.40 | 6.60 | 16.00 | 20.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 3967.0 | NW | Regular | Yes | 2 inch | No | No | Yes | No | No | No | Yes | No | No | 13.90 | 2.40 | 15.20 | 11.70 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 810 | 1971.3 | SE | Parallel | No |  |  |  |  |  | No | Yes | Yes | No | Yes | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 | 8.30 | 1.80 | 0.70 | 5.10 | 1.30 | 6.10 | 0.10 |  | No |
| Low | Yes | ${ }^{10}$ | 1353.4 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | No | 0.50 | 2.10 | 7.60 | 0.9999 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B10 | 1337.1 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 4.00 | 2.00 | 6.30 | 0.9999 | 16.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B10 | 1279.3 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | No | 2.60 | 4.30 | 3.50 | 0.9999 | 10.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 810 | 1265.9 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | No | 0.10 | 4.00 | 8.00 | 0.9999 | 5.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 810 | 657.0 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.50 | 2.10 | 0.40 | 7.60 | 0.70 | 6.00 | 1.60 |  | No |
| Low | Yes | ${ }^{10}$ | 7270.5 |  | Regular | No |  |  |  |  | No | Yes | Yes | No |  | No | 8.50 | 1.40 | 0.9999 | 90.00 | 9.90 | 0.00 | 0.00 | 0.00 | 0,00 | 0.00 | 0.00 |  | No |
| Low | Yes | ${ }^{1} 1$ | 3128.7 | NE | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | 8.50 | 0.30 | 9.90 | 6.70 | 22.80 | 5.20 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | ${ }^{\text {c1 }}$ | 2459.8 | NE | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | 5.80 | 2.40 | 7.10 | 5.70 | 18.30 | 4.70 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | $\mathrm{Cl}^{1}$ | 2730.9 | sw | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | 12.30 | 0.20 | 8.40 | 6.10 | 18.70 | 1.80 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 81 | 7463.8 | sw | Regular | No |  |  |  |  |  | No | No | NA |  | No | 9.10 | 3.70 | 10.60 | 0.9999 | 18.60 | 0.00 | 0.00 | 0.00 | 0,00 | 0.00 | 0.00 | very skinny | No |
| Low | Yes | B9 | 2501.3 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.80 | 0.50 | 7.00 | 10.10 | 21.80 | 0.00 | 0.00 | 0.00 | 0,00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 2541.4 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | ${ }^{9.60}$ | 0.90 | 6.90 | 10.20 | 23.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 3273.5 | NW | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 10.80 | 0.80 | 9.50 | 7.60 | 20.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 3339.8 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.00 | 2.30 | 6.40 | 8.90 | 15.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | covered with rocks | No |
| Low | Yes | 89 | 3542.0 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | ${ }^{8.50}$ | 1.80 | 9.60 | 6.30 | 20.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 89 | 3579.0 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 11.90 | 0.70 | 9.10 | 10.40 | 29.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | $\frac{\text { Yes }}{\text { Yes }}$ | ${ }^{89}$ | 3799.6 | NW | $\frac{\text { Regular }}{\text { Regular }}$ | No |  |  |  |  |  | $\frac{\text { Yes }}{\text { Yes }}$ | No | $\frac{\text { Yes }}{\text { Yes }}$ | No | No |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Low | Yes Yes Yes | ${ }^{\text {B9 }}$ | ${ }^{379343} \mathbf{3}$ | ${ }_{\text {NE }}^{\text {SE }}$ | Regular <br> Regular | No |  |  |  |  |  | Yes Yes | No | Yes Yes res | No | No | 10.40 5.00 | 0.70 0.70 | $\frac{10.40}{6.20}$ | 7.70 5.20 | 30.10 15.90 | 0.00 0.00 | 0.00 0.00 | ${ }^{0.00}$ | ${ }_{0}^{0.00} 0$ | 0.00 0.00 | 0.00 0.00 |  | No |
| Low | Yes | B9 | 3272.4 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.10 | 0.50 | 9.50 | 7.50 | 22.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 3073.8 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.30 | 2.40 | 12.10 | 9.00 | 22.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 3033.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | ${ }^{9.50}$ | 0.90 | 9.50 | 7.20 | 20.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 2773.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 10.60 | 1.20 | 9.90 | 9.30 | 23.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| $\begin{aligned} & \text { Location } \\ & \text { Priority } \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & (Y / N) \\ & \hline \end{aligned}$ | Route | Postmile | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Intersection } \\ \text { Corner } \end{array} \\ \hline \end{array}$ | Ramp Type | $\begin{gathered} \begin{array}{c} \text { Signalized } \\ \text { Intersection } \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|l\|} \hline \text { Button } \\ \text { Type } \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \text { Terminates in } \\ \text { Crosswalk } \\ \hline \end{gathered}$ | $\begin{gathered} \text { Straight } \\ \text { curb } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Tonding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slone } \end{gathered}$ | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Gutter Slope } \\ \text { Ramp Slope } \end{array} \end{array}$ | $\begin{array}{\|c} \text { Landing } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Landing } X \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \begin{array}{c} \text { Right } x- \\ \text { Slope } \end{array} \end{array}$ | $\begin{aligned} & \substack{\text { Left } \\ \text { Slope }} \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { Left } x- \\ \text { Slope } \\ \hline \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | Yes | B9 | 2497.3 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.90 | 0.30 | 8.10 | 8.00 | 24.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 2252.8 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 11.80 | 1.50 | 6.80 | 10.80 | 17.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B6 | 2136.7 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.50 | 0.10 | 8.10 | 4.70 | 19.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | ${ }^{6}$ | 3091.6 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.60 | 5.90 | 2.50 | 10.00 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 86 | 3118.0 | sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 2.60 | 0.10 | 7.40 | 9.30 | 8.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B6 | 3334.6 | NW | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 9.90 | 0.80 | 7.70 | 8.20 | 11.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 86 | 3329.7 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 8.80 | 0.60 | 8.80 | 4.40 | 11.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 86 | 3350.5 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 14.30 | 1.10 | 6.10 | 8.30 | 21.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 86 | 3122.1 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 3.50 | 2.60 | 6.50 | 7.40 | 9.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 86 | 2848.7 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 3.50 | 0.80 | 5.60 | 7.60 | 9.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | 86 | 2606.5 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 6.90 | 0.00 | 4.40 | 4.10 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 6579.9 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 8.30 | 1.40 | 7.90 | 0.9999 | 20.40 | 1.70 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | B9 | 5975.5 | SE | Parallel | No |  |  |  |  |  | No | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.60 | 1.10 | 2.50 | 6.10 | 0.20 | 5.70 | 0.60 |  | No |
| Low | Yes | F2 | 8831.7 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 8.30 | 2.80 | 3.20 | 9.50 | 16.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | F2 | 10267.8 | NE | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.00 | 0.20 | 7.50 | 8.00 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | Yes | A7 | 2646.6 | nw | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | Yes | No | 12.60 | 3.80 | 19.80 | 7.60 | 20.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | pavement flashers activated by button, dont work | No |
| Low | Yes | C10 | 389.5 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.80 | 1.80 | 8.20 | 7.90 | 15.50 | 0.50 | 3.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | F4 | 3165.1 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.40 | 1.50 | 0.40 | 9.40 | 0.80 | 8.70 | 0.90 |  | No |
| Low | No | A8 | 0.0 | NE | Parallel | No | 2 inch | No | No | No |  | Yes | No | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.70 | 5.60 | 0.90 | 5.80 | 3.20 | 10.80 | 4.00 |  | No |
| Low | No | c9 | 4556.1 | NE | Parallel | No |  |  |  |  |  |  | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 0.60 | 0.00 | 10.30 | 2.20 | 7.80 | 2.10 |  | No |
| Low | No | c9 | 4491.7 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.70 | 1.60 | 0.00 | 7.50 | 2.10 | 9.20 | 0.30 |  | No |
| Low | No | c9 | 4345.7 |  | Parallel | No |  |  |  |  |  |  | Yes | Yes | Yes |  | 0.00 | 0.00 | 0.00 | 0.00 | 8.30 | 0.30 | 0.40 | 7.40 | 0.30 | 6.20 | 3.00 |  | No |
| Low | No | c7 | 4957.3 | sw | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.90 | 0.80 | 3.70 | 5.90 | 0.90 | 6.20 | 1.30 |  | No |
| Low | No | c8 | 36.9 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 4.10 | 3.20 | 5.20 | 8.60 | 7.00 | 6.50 | 3.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | C8 | 1412.0 | sw | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 4.10 | 1.20 | 2.40 | 5.60 | 12.40 | 2.60 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | c8 | 44.0 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.60 | 2.70 | 10.80 | 8.00 | 11.50 | 1.80 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | D1 | 4961.5 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 1.40 | 7.70 | 9.50 | 8.70 | 13.20 | 3.00 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | D1 | 4905.8 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 4.30 | 0.30 | 8.60 | 5.10 | 4.70 | 1.50 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | D1 | 3670.2 | sw | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.00 | 2.90 | 2.50 | 6.60 | 13.60 | 1.40 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | D1 | 2171.7 | NE | Parallel | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 8.90 | 1.70 | 8.40 | 8.20 | 11.20 | 2.10 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | A1 | 21.9 | sw | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.80 | 0.60 | 2.20 | 8.30 | 2.50 | 11.20 | 1.80 |  | No |
| Low | No | B10 | 2049.3 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.80 | 0.40 | 3.30 | ${ }^{8.70}$ | 0.70 | 6.50 | 1.40 |  | No |
| Low | No | $B 10$ | 7092.0 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.90 | 1.40 | 0.00 | 7.30 | 0.30 | 15.60 | 1.50 |  | No |
| Low | No | B10 | 7311.4 |  | Regular | No |  |  |  |  | No | Yes | Yes | No |  | Yes | 7.40 | 1.20 | 90.00 | 0.9999 | 9.10 | 0.40 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | $\mathrm{Cl}^{1}$ | 5027.2 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 | 3.30 | 1.80 | 0.90 | 8.50 | 1.50 | 6.20 | 1.50 |  | No |
| Low | No | ${ }^{1}$ | 5591.7 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.90 | 1.20 | 1.30 | 8.40 | 1.20 | 4.30 | 1.60 |  | No |
| Low | No | B9 | 977.9 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.70 | 1.70 | 1.30 | 8.00 | 0.70 | 8.70 | 0.30 |  | No |
| Low | No | B9 | 733.6 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 | 6.20 | 1.10 | 1.40 | 9.80 | 1.90 | 5.00 | 0.10 |  | No |
| Low | No | B9 | 6258.4 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.00 | 0.60 | 6.10 | 0.9999 | 12.70 | 2.20 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Low | No | B9 | 6233.1 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.90 | 0.70 | 0.40 | 7.90 | 0.10 | 8.90 | 1.00 |  | No |
| Low | No | B9 | 5918.0 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.80 | 1.10 | 0.20 | 7.40 | 0.50 | 8.80 | 0.10 |  | No |
| Low | No | c9 | 2684.2 | sw | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.00 | 0.70 | 3.50 | 1.80 | 0.70 | 7.41 | 0.00 |  | No |
| High | No | B1 | 15913.1 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 0.30 | 0.50 | 7.70 | 0.60 | 6.10 | 0.70 |  | Yes |
| High | No | ${ }^{\text {D1 }}$ | ${ }^{5564.9}$ | ${ }_{\text {NE }}^{\text {SE }}$ | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | $\stackrel{0.00}{510}$ | 0.00 | 10.70 | 1.00 | 1.80 | 7.80 | 1.00 | 3.10 | 0.70 |  |  |
| High | No | c8 | 1084.0 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | ${ }^{1.60}$ | 0.60 | 5.10 | 4.80 | 9.80 | 0.80 | 0.70 | 0.00 | 0.00 | 0,00 | 0.00 |  | Yes |
| High | No | c8 | 602.4 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 4.50 | 1.10 | 6.70 | 7.30 | 10.80 | 1.20 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{\text {c7 }}$ | 1382.8 | sw | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | ${ }_{5}^{5.30}$ | 1.10 | 7.80 | 8.00 | 13.10 | 2.00 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | No | ${ }^{\text {c7 }}$ | 1451.4 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.10 | 0.30 | 7.00 | 7.00 | 11.80 | 0.70 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{\text {c7 }}$ | 1393.3 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.90 | 1.60 | 4.90 | 8.40 | 12.90 | 0.30 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | A10 | 9360.6 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.10 | 0.10 | 0.70 | 7.40 | 1.30 | 6.80 | 0.30 |  |  |
| High | No | A10 | 7949.9 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | ${ }^{6.80}$ | 0.10 | 6.50 | 8.30 | 11.50 | 0.30 | 1.50 | 0.00 | 0.00 | 0,00 | 0.00 |  | Yes |
| High | No | A10 | 7941.0 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 1.10 | 9.10 | 1.90 | 8.10 | 1.70 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | B3 | 2650.3 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.30 | 1.10 | 0.50 | 8.10 | 2.00 | 8.00 | 0.70 |  | Yes |
| High | No | ${ }^{\text {B2 }}$ | ${ }^{9133.3}$ |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | NA | 6.40 | 2.00 | 3.60 | ${ }^{9.60}$ | 10.00 | 0.00 | 0.00 | $\stackrel{0.00}{0.00}$ | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | C5 | 5104.7 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 5.70 | 0.50 | 0.9999 | 0.9999 | 8.00 | 0.20 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | C5 | 5100.6 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 1.60 | 0.70 | 0.9999 | 0.9999 | 5.00 | 0.20 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{\text {c }}$ | 5052.5 | NW | Regular | Yes | 2 inch | Yes | No | No |  | Yes | Yes | Yes | No | Yes | 3.20 | 0.90 | 5.00 | 5.90 | 5.10 | 1.80 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | C5 | 4422.6 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.20 | 1.10 | 8.10 | 4.40 | 9.80 | 0.10 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | A6 | 10908.1 | SE | Regular | Yes |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 1.00 | 1.50 | 4.30 | 5.30 | 11.50 | 0.20 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{85}$ | ${ }^{27736.4}$ | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | ${ }^{9.70}$ | 0.20 | 1.00 | ${ }_{6}^{6.70}$ | 0.60 | 8.20 | 1.30 |  | Yes |
| High | No | B5 | 27709.3 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 12.60 | 1.20 | 1.10 | 6.70 | 0.60 | 8.00 | 1.10 |  | Yes |
| High | No | B5 | 11283.1 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 7.50 | 0.80 | 7.30 | 6.20 | 11.00 | 0.70 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{\text {E } 8}$ | 47.8 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.80 | 0.70 | 1.10 | 8.20 | 0.60 | 5.20 | 1.30 |  | Yes |
| $\frac{\text { High }}{\text { High }}$ | $\stackrel{\text { No }}{\text { No }}$ | ${ }_{88}^{88}$ | 8504.1 | $\stackrel{\text { NE }}{\text { NE }}$ | $\frac{\text { Regular }}{\text { Regul }}$ | No |  |  |  |  |  | $\frac{\text { Yes }}{\text { Yes }}$ | $\frac{\text { Yes }}{\text { Yes }}$ |  |  |  | 3.70 <br> 200 |  |  |  |  |  |  |  |  |  |  |  |  |
| High | No | ${ }^{\text {B88 }}$ | ${ }^{8504.5}$ | NE | Regular <br> Regular | No |  |  |  |  |  | Yes Yes res | Yes Yes res | $\stackrel{N}{\text { NA }}$ |  | Yes <br> Yes | $\stackrel{2.30}{5.50}$ | 1.60 0.10 | $\frac{0.9999}{4.50}$ | ${ }_{\text {0.9.999 }}^{5.00}$ | 3.60 9.10 | 1.70 1.70 | $\frac{2.00}{0.30}$ | 0.00 0.00 | 0.000 | 0.00 | 0.000 |  | Yes <br> Yes |
| High | No | B8 | 9532.7 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.30 | 0.30 | 0.9999 | 9.30 | 2.00 | 0.90 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | 88 | 7921.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.90 | 0.20 | 3.90 | 3.40 | 7.10 | 0.30 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | $\mathrm{Cl}_{1}$ | 2028.6 | sw | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.80 | 1.10 | 1.40 | 7.30 | 1.70 | 8.30 | 0.50 |  | Yes |
| High | No | B10 | 6709.1 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 4.20 | 1.70 | 0.00 | 6.80 | 0.20 | 5.40 | 1.70 |  | Yes |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Intersection Corner | Ramp Type | Signalized Intersection | Button Type | Button Level | $\begin{array}{\|c\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | Button Out of Reach | $\begin{array}{\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | Flush Transition | Detectable Warning | Terminates in Crosswalk | $\begin{array}{\|c\|} \hline \text { Straight } \\ \text { curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \hline \text { Landing } \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \text { Ramp X- } \\ \text { Slope } \end{array}$ | Right Flare Slope | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \end{gathered}$ | Gutter Slope + Ramp Slope | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|l\|l\|} \hline \text { Slope } \end{array}$ | $\left.\begin{gathered} \text { Landing } \mathrm{x} \\ \text { slope } \end{gathered} \right\rvert\,$ | $\begin{aligned} & \text { Right } \\ & \text { slope } \end{aligned}$ | $\begin{gathered} \begin{array}{c} \text { Right } x- \\ \text { Slope } \end{array} \end{gathered}$ | $\begin{aligned} & \substack{\text { Left } \\ \text { slope }} \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left X- } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | 810 | 6421.8 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.70 | 0.50 | 7.80 | 0.90 | 6.60 | 0.50 |  | Yes |
| High | No | $\mathrm{C}^{1}$ | 2088.9 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.80 | 1.70 | 5.60 | 1.30 | 5.10 | 1.20 |  | Yes |
| High | No | B9 | 1566.1 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.10 | 1.60 | 0.80 | 7.00 | 1.50 | 0.00 | 1.40 |  | Yes |
| High | No | B9 | 180.7 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.80 | 0.90 | 0.90 | 7.10 | 1.20 | 8.20 | 1.10 |  | Yes |
| High | No | B9 | 152.3 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.50 | 0.80 | 1.40 | 6.00 | 0.60 | 4.90 | 0.50 |  | Yes |
| High | No | B9 | 6953.5 | sw | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 2.80 | 0.60 | 6.40 | 0.9999 | 11.70 | 2.00 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | B9 | 6956.2 | sw | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 1.70 | 1.00 | 6.30 | 6.70 | 11.30 | 1.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{\mathrm{F} 1}$ | 701.9 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.90 | 0.10 | 1.30 | 8.30 | 0.90 | 6.50 | 0.50 |  | Yes |
| High | No | ${ }_{\text {F1 }}$ | 631.6 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 3.20 | 0.70 | 1.00 | 3.80 | 0.70 | 6.90 | 1.30 |  | Yes |
| High | No | F1 | 509.3 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 7.00 | 1.90 | 0.9999 | 0.9999 | 7.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }_{\text {F1 }}$ | 475.0 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | ${ }^{6.20}$ | 0.50 | 0.9999 | 0.9999 | 7.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | F1 | 192.6 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 7.60 | 1.00 | 0.9999 | 0.9999 | 8.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{\text {F1 }}$ | 98.5 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | yes | 1.20 | 1.10 | 0.9999 | 0.9999 | 3.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | pic 37 | Yes |
| High | No | ${ }^{1} 1$ | 54.4 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | Yes |  | 0.00 | 0.00 | 0.00 | 0.00 | 9.00 | 1.10 | 0.90 | 7.20 | 0.60 | 0.60 | 1.10 | pic 37 | Yes |
| High | No | A9 | 29248.1 | sw | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.10 | 0.60 | 8.20 | 4.70 | 12.30 | 1.90 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | D6 | 6293.1 |  | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.60 | 1.00 | 0.10 | 5.40 | 1.50 | 7.70 | 0.90 |  | Yes |
| High | No | D6 | 6515.1 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 5.70 | 1.80 | 9.70 | 4.50 | 6.60 | 0.70 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | D6 | 6535.2 |  | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.80 | 0.60 | 8.70 | 8.40 | 8.70 | 0.90 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | D6 | 6626.8 |  | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.70 | 1.80 | 1.50 | 3.60 | 0.80 | 1,30 | 1.40 |  | Yes |
| High | No | c9 | 3737.3 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 1.30 | 4.90 | 6.30 | 10.20 | 0.30 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | C9 | 3701.7 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 3.60 | 0.70 | 6.80 | 4.20 | 9.60 | 0.40 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | c9 | 3658.9 | sw | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.80 | 0.90 | 1.00 | 7.10 | 1.10 | 7.50 | 1.10 |  | Yes |
| High | No | c9 | 3621.8 | sw | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.30 | 0.60 | 1.10 | 6.50 | 0.40 | 6.50 | 1.10 |  | Yes |
| High | No | c9 | 3197.6 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.90 | 1.10 | 1.70 | 0.9999 | 0.9999 | 7.00 | 1.40 |  | Yes |
| High | No | C3 | 8480.9 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.10 | 1.50 | 0.40 | 7.10 | 1.70 | 6.90 | 1.80 |  | Yes |
| Medium | No | F4 | 1783.3 | sw | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.60 | 1.00 | 0.90 | 2.70 | 0.10 | 8.10 | 1.90 |  | Yes |
| Medium | No | ${ }_{54}$ | 2434.9 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.30 | 0.80 | 1.20 | 3.30 | 1.90 | 8.20 | 0.70 |  |  |
| Medium | No | F4 | 2475.7 | ${ }_{\text {SE }}$ | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.70 | 1.30 | 0.30 | 6.10 | 1.50 | 8.20 | 0.20 |  | Yes |
| Medium | No | ${ }^{\text {F4 }}$ | ${ }^{3626.0}$ | SE | ${ }_{\text {Parallel }}$ | No |  |  |  |  |  | Yes | $\underset{\text { Yes }}{\substack{\text { Yes }}}$ | Yes | Yes | $\frac{\mathrm{Yes}}{\text { Yes }}$ | 0.00 <br> 2.00 | $\stackrel{0.00}{0.00}$ | $\stackrel{0.00}{250}$ | 0.00 4.0 | 10.20 | $\frac{1.90}{1.90}$ | ${ }_{0}^{0.50}$ | 7.70 | ${ }^{0.50}$ | 7.10 | 1.00 0 0 |  | Yes |
| Medium | No | A9 | ${ }^{27936.7}$ | SE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 2.40 | 0.90 | 2.50 <br> 8.80 | 4.10 | 3.50 | ${ }_{1}^{1.80}$ | ${ }^{0.30}$ | ${ }_{0}^{0.00}$ | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 43144.7 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 5.30 | 0.40 | 7.80 | 9.00 | 6.20 | 1.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }^{\text {A9 }}$ | 39532.4 | NE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.10 | 0.80 | 0.90 | 7.30 | 1.10 | 5.20 | 0.30 200 |  | Yes |
| Medium | No | ${ }^{\text {E1 }}$ | 10551.5 | Sw | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.80 | 1.10 | 0.40 | 7.40 | 1.30 | 6.60 | 2.00 |  | Yes |
| Medium | No | D8 | 694.2 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.60 | 0.80 | 1.00 | ${ }^{6.80}$ | 1.60 | 4.80 | 1.20 |  | Yes |
| Medium | No | ${ }^{08}$ | ${ }^{805.1}$ |  | Parallel |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 3.50 3.30 | 1.30 0.40 | ${ }^{0.70}$ | 3.00 800 | 0.30 | ${ }^{4.40}$ | ${ }_{1}^{1.20}$ |  | Yes |
| Medium | No | D7 | ${ }^{31585.0}$ |  | Parallel Parallel | Yes | $\frac{2 \text { inch }}{2 \text { inch }}$ | Yes Yes | $\frac{\text { No }}{\text { No }}$ | $\frac{\text { No }}{\text { No }}$ | No | Yes | Yes Yes des | Yes Yes | No | Yes | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | 0.00 0.00 | $\frac{0.00}{0.00}$ | 3.30 0.90 | ${ }_{0}^{0.40} 0$ | ${ }^{1.60}$ | 8.00 5.60 | ${ }_{0}^{0.50} 0$ | 1.60 0.00 | 0.40 0.60 |  | Yes Yes |
| Medium | No | D7 | 3624.9 |  | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 0.80 | 1.00 | 4.80 | 1.00 | 3.70 | 1.60 |  | Yes |
| Medium | No | $\mathrm{E}_{1}$ | 430.5 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.80 | 0.40 | 1.00 | 8.00 | 1.50 | 6.80 | 0.20 |  | Yes |
| Medium | No | E1 | 996.4 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 5.10 | 1.90 | 7.10 | 5.00 | 8.60 | 1.00 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | E1 | 4097.1 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 1.60 | 0.10 | 6.40 | 0.00 | 6.90 | 0.40 |  | Yes |
| Medium | No | c9 | 127.2 | NW | Parallel | Yes | 2 inch | Yes | No | No |  | Yes | Yes |  | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.70 | 1.40 | 1.30 | 6.00 | 2.00 | 8.30 | 1.40 | no crosswalk, construction | Yes |
| Medium | No | c9 | 140.5 | sw | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes |  | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 1.10 | 0.30 | 6.40 | 0.70 | 6.80 | 0.80 | construction | Yes |
| Medium | No | ${ }^{\text {c }}$ | 10199.2 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.80 | 0.30 | 0.30 | 6.10 | 1.20 | 6.50 | 0.40 |  | Yes |
| Medium | No | ${ }^{\text {c }}$ | 4130.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA | No | NA | 6.50 | 0.40 | ${ }^{0.9999}$ | 0.9999 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | c2 | 5468.2 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | NA | 5.60 | 1.20 | 4.20 | 7.40 | 7.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | c2 | 5500.8 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | NA | 0.50 | 0.90 | 3.70 | 6.80 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }^{\text {c3 }}$ | 6255.2 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.30 | 2.00 | 1.10 | 0.9999 | 0.9999 | ${ }^{6.30}$ | 1.40 |  | Yes |
| Medium | No | ${ }^{\text {c }}$ | 7898.2 | sw | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.70 | 0.20 | 0.50 | 7.90 | 1.70 | 5.60 | 0.40 |  | Yes |
| Medium | No | C3 | 8091.8 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.00 | 1.50 | 0.00 | 7.90 | 0.50 | 7.60 | 0.20 |  | Yes |
| Medium | No | A10 | 7106.0 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 3.60 | 1.80 | 4.50 | 4.70 | 9.60 | 1.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }^{4}$ | 33.2 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.70 | 1.50 | 5.70 | 7.30 | 10.40 | 1.90 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A10 | 9979.9 | sw | Regular | No |  |  |  |  |  | Yes | Yes | Yes |  | Yes | 6.70 | 0.20 | 5.20 | 7.90 | 11.50 | 1.90 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A10 | 10353.6 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 3.90 | 0.00 | 5.70 | 5.70 | 9.80 | 0.90 | 0.40 | 0.00 | 0.00 | 0,00 | 0.00 |  | Yes |
| Medium | No | A10 | 9996.5 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes |  | Yes | 1.70 | 0.30 | 3.40 | 6.60 | 4.50 | 0.50 | 0.60 | 0.00 | 0.00 | 0,00 | 0.00 |  | Yes |
| Medium | No | ${ }_{\text {A10 }}{ }^{\text {A10 }}$ | ${ }_{9}^{9955.8}$ | NE | ${ }_{\text {Parallel }}$ | No |  |  |  |  |  | Yes Yes Yester | Yes Yes Yester | $\stackrel{\text { NA }}{\text { Yes }}$ |  |  |  |  | 0.00 |  |  |  |  |  |  | 5.50 | ${ }^{1.20}$ |  |  |
| Medium | No | ${ }_{\text {A10 }}{ }^{\text {B }}$ | ${ }^{\text {23554.9 }}$ | NW | ${ }_{\text {Parallel }}$ | No |  |  |  |  |  | Yes <br> Yes | Yes Yes | $\frac{\text { Yes }}{\text { NA }}$ |  | Yes <br> Yes | 0.00 0.00 | ${ }_{0}^{0.00} 0$ | $\frac{0.00}{0.00}$ | 0.00 0.00 | ${ }^{8.00}$ | $\frac{1.50}{1.20}$ | ${ }^{1.30} 0$ | ${ }^{7.20}$ | ${ }^{1.00}$ | ${ }_{6}^{6.90}$ | ${ }^{0.10} 1.30$ |  | Yes Yes |
| Medium | No | B2 | 8496.0 | NW | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.90 | 1.30 | 5.80 | 5.10 | 5.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C5 | 9471.3 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | 4.90 | 0.10 | 0.9999 | 0.9999 | 9.10 | 1.20 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C5 | 9313.0 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.60 | 0.70 | 6.20 | 5.50 | 8.10 | 0.80 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | c5 | 9521.6 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 2.40 | 1.00 | 0.9999 | 0.9999 | 7.10 | 0.30 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | $\mathrm{C}^{2}$ | 4780.2 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.60 | 1.40 | 1.20 | 7.30 | 0.70 | 4.80 | 0.30 |  | Yes |
| Medium | No | ${ }^{\text {c }}$ | 607.6 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 7.30 | 0.20 | 6.10 | 5.20 | 12.90 | 1.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }_{C 4}$ | ${ }^{4785.1}$ | SW | $\stackrel{\text { Regular }}{\text { aralel }}$ | No |  |  |  |  |  | Yes | Yes | NA |  |  | 0.00 |  |  |  |  |  |  |  |  |  |  |  |  |
| Medium | No | ${ }_{C 4}^{C 4}$ | ${ }_{5}^{5430.2}$ 5578.8 | NE | $\frac{\text { Parallel }}{\text { Parallel }}$ | No |  |  |  |  |  | Yes Yes res | Yes Yes | NA |  | $\frac{\text { Yes }}{\text { Yes }}$ | 0.00 <br> 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 4.20 4.90 | 0.30 1.10 | 0.00 1.20 | $\frac{8.20}{6.60}$ | 1.60 | 8.10 7.20 | ${ }^{1.10} 0$ |  | Yes Yes Y |
| Medium | No | C4 | 5786.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.20 | 1.10 | 0.10 | 7.00 | 1.60 | 6.80 | 1.60 |  | Yes |
| Medium | No | A1 | 6075.3 | sw | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.50 | 1.60 | 1.00 | 0.9999 | 0.9999 | 5.70 | 0.80 |  | Yes |
| Medium | No | ${ }^{\text {A }}$ | 1101.0 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 7.80 | 0.10 | 7.50 | 6.10 | 12.90 | 1.40 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |


| $\begin{array}{\|c} \text { Location } \\ \text { Priority } \end{array}$ | $\begin{array}{\|l\|l} \hline \text { Severe? } \\ (V / N / N) \end{array}$ | Route | Postmile | Intersection <br> Corner | Ramp Type | Signalized | $\begin{array}{\|c} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|l\|} \hline \text { Button } \\ \hline \end{array}$ | $\begin{array}{c\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | $\begin{array}{c\|} \hline \text { Button Out } \\ \text { of Reach } \end{array}$ | $\begin{array}{\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | $\begin{gathered} \text { Detectable } \\ \text { Warning } \end{gathered}$ | Terminates in <br> Crosswalk | $\begin{gathered} \text { Straight } \\ \text { curb } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \hline \text { Landing } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Ramp } \\ \text { Slope } \end{array}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slone } \end{gathered}$ | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \text { Left Flare } \\ \text { Slope } \end{array}$ | $\begin{gathered} \text { Gutter Slope + } \\ \text { Ramn Slone } \end{gathered}$ | $\left.\begin{array}{\|c} \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c} \text { Landing } \mathrm{x} \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \text { Right } \\ & \text { slope } \end{aligned}$ | $\begin{array}{\|c} \text { Right X- } \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Left } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|l\|} \hline \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A4 | 1886.6 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.10 | 0.60 | 1.80 | 5.80 | 1.90 | 6.80 | 0.00 |  | Yes |
| Medium | No | A4 | 2056.0 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 1.20 | 1.20 | 7.80 | 3.50 | 7.40 | 1.50 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A4 | 1901.1 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 1.60 | 1.30 | 7.50 | 1.10 | 10.60 | 0.50 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A4 | 4870.3 | Nw | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.60 | 0.00 | 1.70 | 8.20 | 1.20 | 0.9999 | 0.9999 |  | Yes |
| Medium | No | A5 | 2612.7 |  | Built-up | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 7.60 | 0.60 | 0.9999 | 0.9999 | 8.60 | 0.30 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 | Picture A5-2612 | Yes |
| Medium | No | ${ }^{\text {A6 }}$ | 7911.6 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 4.70 | 0.90 | 7.40 | 8.00 | 12.70 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }^{\text {B }}$ | 25313.2 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.80 | 1.50 | 1.30 | 5.70 | 0.70 | 7.30 | 0.10 |  | Yes |
| Medium | No | 85 | 9457.3 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 2.90 | 1.10 | 0.9999 | 0.9999 | 12.50 | 1.20 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }^{\text {c }}$ | 29.9 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 0.80 | 0.60 | 0.9999 | 0.9999 | 10.70 | 1.50 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }^{85}$ | 12745.9 | SE | Parallel | No |  |  |  |  |  |  | Yes | Yes |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 9.00 | 1.70 | 1.00 | 7.20 | 0.20 | 5.40 | 1.20 |  | Yes |
| Medium | No | B8 | 7129.0 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 3.00 | 0.50 | 3.40 | 4.10 | 4.50 | 1.90 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 7672.0 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 7.20 | 0.30 | 5.00 | 2.90 | 7.20 | 2.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 7775.1 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | ${ }^{0.40}$ | 0.90 | 1.70 | 1.20 | 2.60 | $\stackrel{0}{0}$ | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 8693.1 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.30 | 0.00 | 4.80 | 3.60 | 5.40 | 1.10 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 8773.5 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 2.00 | 0.80 | 2.30 | 4.40 | 4.30 | 0.70 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 8888.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.80 | 0.30 | 3.50 | 2.60 | 7.90 | 1.10 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 9743.7 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.70 | 0.70 | 3.30 | 3.30 | 7.20 | 1.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 9742.8 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.50 | 0.50 | 0.00 | 0.9999 | 0.9999 | 6.00 | 0.70 |  | Yes |
| Medium | No | B8 | 8075.2 | sw | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.00 | 1.50 | 0.20 | 0.9999 | 0.9999 | 6.00 | 1.40 |  | Yes |
| Medium | No | ${ }^{88}$ | 6039.1 | ne |  |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | raised crosswalks even with sidewalk, no ramp needed | Yes |
| Medium | No | 810 | 143.6 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.20 | 1.10 | 0.9999 | 8.10 | 3.60 | 1.30 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }^{10}$ | 0.0 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | 0.50 | 0.40 | 0.9999 | 0.9999 | 4.00 | 1.60 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | 810 | 5078.8 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 5.40 | 0.00 | 6.50 | 9.90 | 13.00 | 1.20 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | 810 | 7132.8 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 1.60 | 0.40 | 7.90 | 1.40 | 7.90 | 1.80 |  | Yes |
| Medium | No | B10 | 7091.1 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.10 | 1.20 | 0.90 | 5.70 | 0.60 | 5.80 | 1.30 |  | Yes |
| Medium | No | 810 | 6780.4 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.20 | 1.40 | 7.90 | 0.60 | 5.80 | 2.00 |  | Yes |
| Medium | No | B8 | 5018.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 3.50 | 1.20 | 4.50 | 7.20 | 4.80 | 1.50 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A10 | 750.4 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 5.30 | 0.10 | 4.70 | 9.20 | 10.40 | 0.10 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }^{1}$ | 8041.2 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.00 | 1.90 | 0.20 | 5.90 | 1.70 | 6.20 | 0.50 |  | Yes |
| Medium | No | ${ }^{\text {c1 }}$ | 7136.1 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.90 | 1.50 | 0.00 | 6.80 | 1.50 | 7.30 | 0.40 |  | Yes |
| Medium | No | ${ }^{1}$ | 6837.4 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.10 | 1.20 | 0.20 | 7.10 | 1.90 | 7.60 | 1.40 |  | Yes |
| Medium | No | ${ }^{1}$ | 4792.0 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.50 | 1.40 | 0.00 | 6.30 | 0.30 | 7.40 | 0.60 |  | Yes |
| Medium | No | 81 | 7442.7 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.60 | 1.20 | 1.90 | 3.00 | 0.90 | 5.90 | 1.50 |  | Yes |
| Medium | No | B9 | 768.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.60 | 1.90 | 1.40 | 5.90 | 1.00 | 7.90 | 1.80 |  | Yes |
| Medium | No | B9 | 7958.0 | sw | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.50 | 0.60 | 0.80 | 7.20 | 0.70 | 8.10 | 0.80 |  | Yes |
| Medium | No | B9 | 7983.7 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.30 | 0.60 | 1.20 | 5.50 | 0.70 | 6.90 | 1.00 |  | Yes |
| Medium | No | B9 | 7964.1 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.40 | 1.00 | 0.10 | 0.9999 | 0.9999 | 0.9999 | 0.9999 |  | Yes |
| Medium | No | B9 | 7953.5 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.70 | 1.10 | 0.40 | 0.9999 | 0.9999 | 0.9999 | 0.9999 |  | Yes |
| Medium | No | B9 | 7936.9 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 0.50 | 1.30 | 0.9999 | 0.9999 | 0.9999 | 0.9999 |  | Yes |
| Medium | No | B9 | 7617.1 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 4.20 | 1.60 | 0.9999 | 7.20 | 13.20 | 1.20 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B9 | 5973.4 | sw | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.90 | 0.70 | 0.40 | 5.70 | 1.00 | 8.20 | 0.30 |  | Yes |
| Medium | No | ${ }^{\text {B9 }}$ | 6266.7 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.10 | 0.20 | 1.50 | 5.80 | 0.10 | 7.10 | 0.10 |  | Yes |
| Medium | No | F1 | 857.4 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 5.00 | 1.70 | 0.9999 | 0.9999 | 6.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Piture 11-79_857 | Yes |
| Medium | No | F4 | 1805.6 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.80 | 2.00 | 0.9999 | 0.9999 | 12.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | F4 | 1858.5 | NE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.20 | 1.40 | 0.9999 | 0.9999 | 12.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | F5 | 2495.9 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 4.70 | 0.90 | 0.9999 | 0.9999 | 6.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 27541.9 | sw | Regular | Yes |  |  |  |  | Yes | Yes | Yes | Yes | No | Yes | 4.60 | 1.00 | 2.70 | 3.10 | 9.90 | 0.60 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 28149.3 | sw | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 4.70 | 0.40 | 6.10 | 3.70 | 9.80 | 1.50 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 37802.9 |  | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.40 | 1.10 | 7.20 | 0.90 | 6.80 | 0.50 |  | Yes |
| Medium | No | A9 | 37647.5 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.30 | 1.10 | 0.10 | 4.90 | 0.80 | 5.70 | 1.70 |  | Yes |
| Medium | No | A9 | 37585.1 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.70 | 1.20 | 0.70 | 6.40 | 0.40 | 5.90 | 1.30 |  | Yes |
| Medium | No | A9 | 49216.8 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 7.80 | 0.30 | 0.9999 | 0.9999 | 3.00 | 0.40 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 49079.3 | NW | Parallel | Yes |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.80 | 2.00 | 1.50 | 6.50 | 0.40 | 6.80 | 1.20 |  | Yes |
| Medium | No | C3 | 22612.9 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.70 | 2.00 | 7.40 | 7.90 | 6.60 | 0.40 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C3 | 25546.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 7.40 | 0.70 | 0.9999 | 0.9999 | 13.10 | 0.10 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | D7 | 3187.1 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 1.00 | 0.50 | 4.30 | 2.10 | 1.20 | 0.80 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | D9 | 45.3 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.60 | 1.00 | 1.80 | 6.40 | 0.70 | 5.40 | 1.30 |  | Yes |
| Medium | No | D6 | 4082.8 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 3.30 | 0.30 | 1.70 | 4.60 | 4.60 | 1.80 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | c3 | 13786.5 | sw | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 7.40 | 1.90 | 6.10 | 8.10 | 8.90 | 0.40 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | c9 | 4495.3 | sw | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.20 | 1.40 | 1.60 | 6.80 | 0.50 | 7.20 | 1.90 |  | Yes |
| Medium | No | c9 | 4309.1 |  | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 0.50 | 0.70 | 7.90 | 1.10 | 7.20 | 1.10 |  | Yes |
| Medium | No | c3 | 7577.5 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.80 | 0.20 | 0.9999 | 0.9999 | 7.20 | 0.50 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Low | No | c6 | 3214.2 |  | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.20 | 2.00 | 0.90 | 4.10 | 1.00 | ${ }^{6.30}$ | 2.00 |  | Yes |
| Low | No | B8 | 8221.4 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.50 | 0.40 | 5.10 | 1.70 | 5.80 | 1.40 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Low | No | 810 | 2077.1 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.30 | 0.80 | 0.70 | 8.00 | 1.10 | 8.10 | 0.10 |  | Yes |
| Low | No | C1 | 5378.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.90 | 1.10 | 0.50 | 7.20 | 0.60 | 8.00 | 1.20 |  | Yes |


| $\begin{gathered} \text { Location } \\ \text { Priority } \end{gathered}$ | $\begin{array}{\|l\|l} \hline \text { Severe? } \\ (\mathrm{V} / \mathrm{N}) \end{array}$ | Route | Postmile | Intersection Corner | Ramp Type | Signalized | $\begin{array}{\|l\|} \hline \text { Sutton } \\ \text { Typee } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{c\|} \hline \text { Button Too } \\ \text { High } \\ \hline \end{array}$ | Button Out of Reach |  | $\begin{gathered} \text { Flush } \\ \text { Transtion } \end{gathered}$ | Detectable Warning | Terminates in <br> Crosswalk | $\begin{array}{\|c\|} \hline \text { Strieght } \\ \text { curb } \\ \hline \text { co } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Tonding } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp } X- \\ \text { Slope } \end{gathered}$ | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \substack{\text { Leff flare } \\ \text { Slope }} \end{array}$ | Gutter Slope + Ramp Slope | $\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c} \left\lvert\, \begin{array}{c} \text { Landing } x \\ \text { slope } \end{array}\right. \\ \hline \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { slope } \end{aligned}$ | $\begin{array}{\|c} \begin{array}{c} \text { Right } x- \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \text { Left } \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|l\|l\|} \hline \text { Left X- } \\ \text { Slope } \end{array}$ | ther | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | No | ${ }^{1}$ | 5354.9 | sw | Paralle | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.60 | 1.60 | 0.90 | 6.40 | 1.30 | 8.10 | 1.60 |  | Yes |
| Low | No | $\mathrm{C}_{1}$ | 52325 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.60 | 1.40 | 0.70 | 6.00 | 0.50 | 4.30 | 1.60 |  | Yes |
| Low | No | ${ }^{1}$ | 5255.0 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.60 | 1.50 | 0.90 | 7.60 | 1.40 | 6.50 | 1.80 |  | Yes |
| Low | No | B9 | 6310.5 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 4.30 | 0.80 | 0.9999 | 7.20 | 12.40 | 1.70 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Low | No | B9 | 5933.8 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.90 | 1.50 | 1.60 | 5.60 | 0.30 | 6.20 | 1.10 |  | Yes |
| Low | No | c9 | 2739.1 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.10 | 0.90 | 1.20 | 7.20 | 0.60 | 5.20 | 1.30 |  | Ves |

Compliant
Non-Compliant

| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | A9 | 31536.1 | Com | 21.5 | No | 21.7 | 14.4 | No |
| High | Yes | C2 | 1379.6 | Com | 17.6 | No | 28.2 | 19.2 | No |
| High | Yes | C1 | 116.3 | Com | 17.5 | Yes | 10.7 | 16.9 | No |
| High | Yes | B1 | 5937.2 | Res | 16.4 | No | 22.7 | 17.6 | No |
| High | Yes | D6 | 3595.5 | Com | 16.2 | No | 24.9 | 17.8 | No |
| High | Yes | B5 | 14551.7 | Res | 15.9 | No | 17.1 | 13.3 | No |
| High | Yes | F1 | 821.7 | Res | 15.7 | No | 17.1 | 11.6 | No |
| High | Yes | C1 | 57.1 | Com | 15.5 | No | 23.1 | 15.2 | No |
| High | Yes | C5 | 7172.4 | Com | 15.4 | No | 11.0 | 14.9 | No |
| High | Yes | B5 | 13696.3 | Com | 15.4 | No | 9.4 | 15.0 | No |
| High | Yes | A9 | 25741.1 | Com | 15.3 | No | 100.0 | 100.0 | No |
| High | Yes | B5 | 31563.3 | Res | 15.1 | No | 2.1 | 16.6 | No |
| High | Yes | B5 | 14169.8 | Res | 15.1 | No | 13.2 | 12.1 | No |
| High | Yes | B6 | 2353.0 | Res | 14.9 | No | 14.3 | 17.6 | No |
| High | Yes | B1 | 6890.4 | Res | 14.8 | No | 18.8 | 11.4 | No |
| High | Yes | B1 | 5842.0 | Res | 14.7 | No | 28.1 | 26.4 | No |
| High | Yes | E1 | 7691.5 | Com | 14.6 | No | 17.2 | 16.4 | No |
| High | Yes | C7 | 4490.6 | Res | 14.6 | No | 17.5 | 17.2 | No |
| High | Yes | E1 | 9466.0 | Res | 14.6 | No | 14.0 | 13.2 | No |
| High | Yes | B1 | 5122.1 | Com | 14.5 | No | 15.9 | 16.2 | No |
| High | Yes | B5 | 31436.2 | Res | 14.5 | No | 2.2 | 15.2 | No |
| High | Yes | B1 | 4858.7 | Res | 14.5 | No | 15.3 | 13.5 | No |
| High | Yes | B5 | 21951.8 | Com | 14.4 | No | 8.5 | 9.8 | No |
| High | Yes | B5 | 13835.5 | Com | 14.4 | No | 14.7 | 21.5 | No |
| High | Yes | B1 | 4611.9 | Res | 14.4 | No | 22.6 | 19.2 | No |
| High | Yes | E1 | 2172.4 | Res | 14.3 | No | 13.6 | 9.0 | No |
| High | Yes | B1 | 4423.2 | Res | 14.3 | No | 19.1 | 12.5 | No |
| High | Yes | B5 | 23955.3 | Com | 14.2 | No | 15.4 | 12.9 | No |
| High | Yes | B5 | 18275.2 | Res | 14.1 | No | 12.4 | 9.0 | No |
| High | Yes | C6 | 1979.9 | Com | 14.0 | No | 5.9 | 6.6 | No |
| High | Yes | B5 | 11067.0 | Com | 14.0 | No | 14.9 | 15.2 | No |
| High | Yes | B1 | 15161.2 | Res | 13.9 | No | 8.9 | 6.5 | No |
| High | Yes | B9 | 279.1 | Res | 13.9 | No | 18.7 | 13.4 | No |
| High | Yes | B9 | 6873.7 | Com | 13.7 | No | 14.4 | 20.0 | No |
| High | Yes | C2 | 3277.8 | Com | 13.4 | No | 18.6 | 21.1 | No |
| High | Yes | B1 | 6710.2 | Res | 13.4 | No | 15.9 | 13.6 | No |
| High | Yes | B1 | 6764.8 | Res | 13.4 | No | 10.9 | 12.5 | No |
| High | Yes | D1 | 1801.9 | Com | 13.3 | No | 3.5 | 20.7 | No |
| High | Yes | C8 | 862.8 | Com | 13.2 | No | 12.6 | 17.2 | No |
| High | Yes | A9 | 20540.3 | Com | 13.2 | No | 15.4 | 22.4 | No |
| High | Yes | D5 | 705.8 | Com | 13.2 | No | 7.8 | 6.0 | No |
| High | Yes | E4 | 5634.2 | Com | 13.1 | No | 14.5 | 18.7 | No |
| High | Yes | D7 | 4396.8 | Com | 13.1 | No | 12.7 | 12.0 | No |
| High | Yes | B4 | 3497.9 | Com | 13.1 | No | 18.5 | 12.3 | No |
| High | Yes | A9 | 23005.4 | Res | 13.1 | No | 17.0 | 18.0 | No |
| High | Yes | C2 | 2169.8 | Com | 13.0 | No | 9.2 | 6.6 | No |
| High | Yes | C6 | 2464.8 | Com | 12.9 | No | 17.2 | 15.9 | No |
| High | Yes | C2 | 3444.5 | Com | 12.9 | No | 10.1 | 18.1 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B5 | 18029.1 | Res | 12.9 | No | 15.0 | 11.1 | No |
| High | Yes | B1 | 4180.9 | Res | 12.9 | No | 16.9 | 14.5 | No |
| High | Yes | B1 | 10601.2 | Com | 12.8 | No | 20.2 | 22.2 | No |
| High | Yes | C2 | 2662.0 | Com | 12.8 | No | 19.1 | 30.3 | No |
| High | Yes | A6 | 3235.0 | Com | 12.8 | No | 18.4 | 2.5 | No |
| High | Yes | E8 | 16.8 | Com | 12.8 | No | 12.3 | 25.2 | No |
| High | Yes | B1 | 5457.3 | Com | 12.8 | No | 25.5 | 28.4 | No |
| High | Yes | C3 | 7782.1 | Com | 12.8 | No | 21.9 | 16.2 | No |
| High | Yes | B1 | 6814.5 | Res | 12.8 | No | 16.5 | 10.6 | No |
| High | Yes | C2 | 2773.0 | Com | 12.7 | No | 17.2 | 21.4 | No |
| High | Yes | A6 | 4611.7 | Com | 12.7 | No | 19.8 | 6.8 | No |
| High | Yes | A9 | 31250.2 | Com | 12.7 | No | 12.5 | 17.1 | No |
| High | Yes | C5 | 7303.5 | Com | 12.6 | No | 20.2 | 21.0 | No |
| High | Yes | C3 | 7700.3 | Com | 12.6 | No | 21.9 | 23.3 | No |
| High | Yes | A3 | 304.2 | Res | 12.6 | No | 24.0 | 22.1 | No |
| High | Yes | B4 | 2483.3 | Res | 12.6 | No | 19.8 | 21.3 | No |
| High | Yes | B1 | 4361.5 | Res | 12.6 | No | 20.0 | 15.7 | No |
| High | Yes | B9 | 1836.1 | Res | 12.6 | No | 16.5 | 16.8 | No |
| High | Yes | B9 | 220.6 | Res | 12.6 | No | 16.0 | 13.7 | No |
| High | Yes | C5 | 2574.6 |  | 12.6 | No | 16.0 | 18.3 | No |
| High | Yes | C4 | 3839.2 | Com | 12.5 | No | 31.1 | 20.3 | No |
| High | Yes | B1 | 5580.4 | Com | 12.5 | No | 10.4 | 20.8 | No |
| High | Yes | A9 | 21255.7 | Com | 12.5 | No | 13.3 | 19.0 | No |
| High | Yes | B10 | 3906.5 | Res | 12.5 | No | 38.1 | 26.0 | No |
| High | Yes | C6 | 1968.8 | Com | 12.4 | No | 18.2 | 9.0 | No |
| High | Yes | C2 | 2874.2 | Com | 12.4 | No | 20.5 | 32.9 | No |
| High | Yes | C5 | 1358.9 | Com | 12.4 | No | 22.1 | 20.6 | No |
| High | Yes | B1 | 5015.6 | Com | 12.4 | No | 20.4 | 8.3 | No |
| High | Yes | C3 | 18242.2 | Com | 12.4 | No | 23.0 | 23.3 | No |
| High | Yes | F2 | 4296.6 | Res | 12.4 | No | 20.1 | 15.7 | No |
| High | Yes | C2 | 3659.8 | Com | 12.3 | No | 16.9 | 18.8 | No |
| High | Yes | C2 | 2606.4 | Com | 12.3 | No | 15.4 | 21.4 | No |
| High | Yes | B6 | 142.1 | Com | 12.3 | No | 7.7 | 5.9 | No |
| High | Yes | B9 | 7180.0 | Com | 12.3 | No | 14.5 | 14.2 | No |
| High | Yes | A9 | 32665.5 | Com | 12.3 | No | 16.8 | 25.2 | No |
| High | Yes | F2 | 703.5 | Res | 12.3 | No | 10.2 | 7.9 | No |
| High | Yes | A6 | 4644.4 | Res | 12.3 | No | 3.4 | 14.7 | No |
| High | Yes | A6 | 272.8 | Com | 12.2 | No | 7.3 | 15.5 | No |
| High | Yes | C1 | 3688.8 | Com | 12.2 | No | 11.9 | 11.4 | No |
| High | Yes | B9 | 4616.3 | Com | 12.2 | No | 9.1 | 5.2 | No |
| High | Yes | C9 | 3414.7 | Com | 12.1 | No | 8.1 | 5.7 | No |
| High | Yes | C6 | 2570.8 | Com | 12.1 | No | 5.8 | 9.2 | No |
| High | Yes | A6 | 4344.9 | Com | 12.1 | No | 11.0 | 17.1 | No |
| High | Yes | F2 | 4407.2 | Res | 12.1 |  | 7.8 | 18.3 | No |
| High | Yes | F2 | 4442.6 | Res | 12.1 | No | 12.6 | 17.0 | No |
| High | Yes | F2 | 4509.2 | Res | 12.1 | No | 12.0 | 14.0 | No |
| High | Yes | B1 | 6848.1 | Res | 12.1 | No | 18.4 | 10.3 | No |
| High | Yes | B9 | 1361.5 | Res | 12.1 | No | 16.7 | 14.5 | No |
| High | Yes | B9 | 1677.0 | Res | 12.1 | No | 13.6 | 18.2 | No |
| High | Yes | C6 | 2515.2 | Com | 12.0 | No | 5.2 | 9.2 | No |
| High | Yes | C2 | 2831.8 | Com | 12.0 | No | 13.5 | 16.3 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B5 | 7599.3 | Com | 12.0 | No | 14.7 | 17.7 | No |
| High | Yes | C1 | 4236.3 | Com | 12.0 | No | 10.5 | 6.3 | No |
| High | Yes | B6 | 1145.2 | Com | 12.0 | No | 13.3 | 26.2 | No |
| High | Yes | A9 | 20461.3 | Com | 12.0 | No | 12.1 | 22.9 | No |
| High | Yes | F2 | 3965.8 | Res | 12.0 | No | 9.8 | 12.8 | No |
| High | Yes | E1 | 1312.1 | Res | 12.0 | No | 8.0 | 8.1 | No |
| High | Yes | B5 | 14216.9 | Res | 12.0 | No | 15.8 | 15.1 | No |
| High | Yes | B1 | 7688.4 | Res | 12.0 | No | 11.0 | 7.6 | No |
| High | Yes | B9 | 1442.0 | Res | 12.0 | No | 12.4 | 12.7 | No |
| High | Yes | A9 | 30718.5 | Com | 11.9 | No | 14.1 | 19.8 | No |
| High | Yes | A9 | 34034.9 | Com | 11.9 | No | 22.7 | 33.8 | No |
| High | Yes | B5 | 15729.7 | Com | 11.9 | No | 24.3 | 19.3 | No |
| High | Yes | F2 | 614.8 | Res | 11.9 | No | 7.0 | 7.2 | No |
| High | Yes | D4 | 3599.6 | Res | 11.9 | No | 9.0 | 15.6 | No |
| High | Yes | B9 | 41.6 | Res | 11.9 | No | 14.2 | 18.2 | No |
| High | Yes | B1 | 14775.1 | Com | 11.8 | No | 8.9 | 7.1 | No |
| High | Yes | D3 | 1117.1 | Com | 11.8 | No | 24.5 | 22.9 | No |
| High | Yes | B5 | 29524.1 | Com | 11.8 | No | 11.3 | 8.5 | No |
| High | Yes | B5 | 14016.7 | Com | 11.8 | No | 16.4 | 13.2 | No |
| High | Yes | C7 | 2516.9 | Res | 11.8 | No | 17.5 | 15.4 | No |
| High | Yes | B5 | 16342.2 | Res | 11.8 | No | 10.8 | 11.2 | No |
| High | Yes | B5 | 18296.5 | Res | 11.8 | No | 11.4 | 11.7 | No |
| High | Yes | B10 | 3641.6 | Res | 11.8 | No | 19.2 | 17.8 | No |
| High | Yes | A9 | 30961.6 | Com | 11.7 | No | 9.5 | 13.0 | No |
| High | Yes | A2 | 1552.3 | Com | 11.7 | No | 5.0 | 12.3 | No |
| High | Yes | B7 | 1961.6 | Com | 11.7 | No | 13.2 | 7.2 | No |
| High | Yes | B9 | 664.8 | Res | 11.7 | No | 11.7 | 13.5 | No |
| High | Yes | B9 | 2136.6 | Res | 11.7 | No | 16.6 | 14.6 | No |
| High | Yes | C2 | 3369.3 | Com | 11.6 | No | 26.6 | 19.4 | No |
| High | Yes | A1 | 1300.6 | Com | 11.6 | No | 7.6 | 7.2 | No |
| High | Yes | A3 | 218.0 | Res | 11.6 | No | 26.9 | 5.3 | No |
| High | Yes | B1 | 4770.8 | Res | 11.6 | No | 22.0 | 24.1 | No |
| High | Yes | B9 | 625.5 | Res | 11.6 | No | 13.4 | 16.9 | No |
| High | Yes | B9 | 2430.9 | Res | 11.6 | No | 11.1 | 9.3 | No |
| High | Yes | C2 | 2727.2 | Com | 11.5 | No | 16.2 | 28.0 | No |
| High | Yes | C2 | 2181.2 | Com | 11.5 | No | 6.5 | 8.5 | No |
| High | Yes | C4 | 3894.9 | Com | 11.5 | No | 14.1 | 18.1 | No |
| High | Yes | A2 | 1616.1 | Com | 11.5 | No | 13.4 | 7.6 | No |
| High | Yes | B9 | 7381.3 | Com | 11.5 | No | 15.3 | 15.2 | No |
| High | Yes | F2 | 564.5 | Res | 11.5 | No | 8.3 | 8.1 | No |
| High | Yes | F2 | 4120.1 | Res | 11.5 | No | 9.1 | 16.2 | No |
| High | Yes | F2 | 4367.6 | Res | 11.5 | No | 16.5 | 17.8 | No |
| High | Yes | E1 | 2418.8 | Res | 11.5 | No | 7.6 | 7.8 | No |
| High | Yes | B10 | 3674.0 | Res | 11.5 | No | 16.0 | 16.7 | No |
| High | Yes | A9 | 22743.6 | Res | 11.5 | No | 19.2 | 16.2 | No |
| High | Yes | C9 | 2464.3 | Res | 11.5 | No | 4.8 | 6.7 | No |
| High | Yes | A9 | 40065.9 | Com | 11.4 | No | 7.6 | 8.1 | No |
| High | Yes | A9 | 38499.5 | Com | 11.4 | No | 6.0 | 5.7 | No |
| High | Yes | B4 | 3789.6 | Com | 11.4 | No | 20.0 | 12.4 | No |
| High | Yes | A9 | 25043.8 | Com | 11.4 | No | 9.2 | 23.4 | No |
| High | Yes | D4 | 3562.0 | Res | 11.4 | No | 12.9 | 15.8 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B1 | 13358.8 | Res | 11.4 | No | 5.3 | 8.8 | No |
| High | Yes | C6 | 2036.9 | Res | 11.4 | No | 13.0 | 9.0 | No |
| High | Yes | C9 | 3496.2 | Com | 11.3 | No | 9.2 | 5.3 | No |
| High | Yes | D9 | 608.8 | Com | 11.3 | No | 15.2 | 14.9 | No |
| High | Yes | F2 | 4029.3 | Res | 11.3 | No | 10.5 | 14.3 | No |
| High | Yes | F2 | 4468.5 | Res | 11.3 | No | 13.6 | 16.0 | No |
| High | Yes | B9 | 1518.3 | Res | 11.3 | No | 17.3 | 13.4 | No |
| High | Yes | B6 | 2243.4 | Res | 11.3 | No | 11.4 | 8.0 | No |
| High | Yes | D5 | 864.4 | Res | 11.3 | No | 6.1 | 5.8 | No |
| High | Yes | A9 | 24883.1 | Com | 11.2 | No | 12.2 | 13.1 | No |
| High | Yes | A10 | 5379.2 | Com | 11.2 | No | 5.4 | 23.6 | No |
| High | Yes | C2 | 2723.6 | Com | 11.2 | No | 19.6 | 13.6 | No |
| High | Yes | A6 | 4120.0 | Com | 11.2 | No | 11.2 | 16.0 | No |
| High | Yes | F2 | 4178.2 | Res | 11.2 | No | 10.4 | 11.8 | No |
| High | Yes | F2 | 4273.4 | Res | 11.2 | No | 18.3 | 17.6 | No |
| High | Yes | E1 | 3715.4 | Res | 11.2 | No | 20.4 | 16.3 | No |
| High | Yes | A6 | 3508.9 | Res | 11.2 | No | 4.5 | 9.3 | No |
| High | Yes | B5 | 18244.3 | Res | 11.2 | No | 12.8 | 13.3 | No |
| High | Yes | E1 | 2956.6 | Res | 11.2 | No | 18.2 | 12.7 | No |
| High | Yes | F4 | 174.0 | Com | 11.1 | No | 11.5 | 16.3 | No |
| High | Yes | B1 | 3924.3 | Com | 11.1 | No | 11.3 | 12.4 | No |
| High | Yes | B1 | 8878.4 | Com | 11.1 | No | 19.3 | 29.5 | No |
| High | Yes | F2 | 4568.2 | Res | 11.1 | No | 12.0 | 7.5 | No |
| High | Yes | C2 | 2857.6 | Com | 11.0 | No | 17.9 | 14.2 | No |
| High | Yes | B4 | 1411.8 | Com | 11.0 | No | 11.6 | 11.6 | No |
| High | Yes | B1 | 5351.1 | Com | 11.0 | No | 28.9 | 20.8 | No |
| High | Yes | E1 | 2230.9 | Res | 11.0 | Yes | 7.0 | 7.3 | No |
| High | Yes | B4 | 2575.8 | Res | 11.0 | No | 18.7 | 24.8 | No |
| High | Yes | C1 | 4538.8 | Res | 11.0 | No | 8.1 | 6.9 | No |
| High | Yes | A9 | 22402.9 | Res | 11.0 | No | 19.0 | 20.3 | No |
| High | Yes | B5 | 11157.6 | Com | 10.9 | No | 15.3 | 15.1 | No |
| High | Yes | C1 | 3571.1 | Com | 10.9 | No | 13.7 | 13.8 | No |
| High | Yes | B1 | 7173.7 | Com | 10.9 | No | 16.3 | 10.0 | No |
| High | Yes | B1 | 6956.3 | Com | 10.9 | No | 5.9 | 6.5 | No |
| High | Yes | F2 | 3820.7 | Res | 10.9 | No | 11.2 | 19.8 | No |
| High | Yes | F2 | 4538.4 | Res | 10.9 | No | 13.0 | 13.3 | No |
| High | Yes | B5 | 15424.8 | Res | 10.9 | No | 23.4 | 17.7 | No |
| High | Yes | B4 | 2585.4 | Res | 10.9 | No | 22.1 | 32.5 | No |
| High | Yes | B7 | 2341.8 | Res | 10.9 | No | 19.3 | 19.5 | No |
| High | Yes | B9 | 3225.7 | Res | 10.9 | No | 17.7 | 15.4 | No |
| High | Yes | E1 | 1099.4 | Res | 10.9 | No | 9.9 | 7.4 | No |
| High | Yes | D9 | 619.0 | Res | 10.9 | No | 17.7 | 7.3 | No |
| High | Yes | F2 | 12189.4 | Com | 10.8 | No | 14.6 | 13.7 | No |
| High | Yes | B1 | 11116.4 | Com | 10.8 | No | 19.3 | 20.8 | No |
| High | Yes | C2 | 3195.9 | Com | 10.8 | No | 18.1 | 16.4 | No |
| High | Yes | E8 | 726.2 | Com | 10.8 | No | 7.2 | 8.6 | No |
| High | Yes | B1 | 3407.2 | Com | 10.8 | No | 11.6 | 23.4 | No |
| High | Yes | B9 | 355.6 | Com | 10.8 | No | 8.6 | 12.8 | No |
| High | Yes | B6 | 188.6 | Com | 10.8 | No | 5.2 | 6.8 | No |
| High | Yes | F2 | 4062.0 | Res | 10.8 | No | 20.2 | 13.0 | No |
| High | Yes | B4 | 2335.6 | Res | 10.8 | No | 22.0 | 18.1 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B9 | 1713.9 | Res | 10.8 | No | 12.0 | 18.4 | No |
| High | Yes | C8 | 694.7 | Com | 10.7 | No | 4.4 | 6.0 | No |
| High | Yes | E7 | 225.1 | Com | 10.7 | No | 6.6 | 9.7 | No |
| High | Yes | A6 | 10765.5 | Com | 10.7 | No | 16.0 | 14.6 | No |
| High | Yes | B5 | 13729.7 | Com | 10.7 | No | 13.2 | 11.9 | No |
| High | Yes | F2 | 6457.2 | Com | 10.7 | No | 11.9 | 22.1 | No |
| High | Yes | A10 | 5197.5 | Res | 10.7 | No | 26.9 | 11.8 | No |
| High | Yes | B4 | 2368.9 | Res | 10.7 | No | 18.5 | 24.0 | No |
| High | Yes | C9 | 3921.0 |  | 10.7 | No | 6.2 | 8.4 | No |
| High | Yes | B1 | 12211.0 | Com | 10.6 | No | 6.6 | 9.9 | No |
| High | Yes | B10 | 5588.1 | Com | 10.6 | No | 16.5 | 15.2 | No |
| High | Yes | B10 | 6541.1 | Com | 10.6 | No | 13.3 | 14.8 | No |
| High | Yes | C7 | 2498.1 | Res | 10.6 | No | 17.8 | 9.5 | No |
| High | Yes | A6 | 3382.9 | Res | 10.6 | No | 14.4 | 12.7 | No |
| High | Yes | A6 | 3155.3 | Res | 10.6 | No | 14.4 | 4.2 | No |
| High | Yes | C1 | 4506.9 | Res | 10.6 | No | 8.1 | 6.3 | No |
| High | Yes | C2 | 3101.2 | Com | 10.5 | No | 18.2 | 20.7 | No |
| High | Yes | C4 | 3816.3 | Com | 10.5 | No | 21.3 | 20.2 | No |
| High | Yes | A6 | 8985.5 | Com | 10.5 | No | 5.8 | 10.3 | No |
| High | Yes | B5 | 1997.7 | Com | 10.5 | No | 19.4 | 25.3 | No |
| High | Yes | F2 | 4194.5 | Res | 10.5 | No | 11.7 | 13.7 | No |
| High | Yes | B5 | 14801.0 | Res | 10.5 | No | 14.7 | 12.7 | No |
| High | Yes | B5 | 1354.8 | Com | 10.4 | No | 6.5 | 14.8 | No |
| High | Yes | A9 | 30850.8 | Com | 10.4 | No | 19.1 | 20.0 | No |
| High | Yes | A4 | 4307.4 | Com | 10.4 | No | 9.2 | 18.3 | No |
| High | Yes | A6 | 174.0 | Com | 10.4 | No | 24.2 | 11.7 | No |
| High | Yes | B7 | 1815.6 | Com | 10.4 | No | 19.3 | 11.5 | No |
| High | Yes | B9 | 7124.3 | Com | 10.4 | No | 16.9 | 17.6 | No |
| High | Yes | E9 | 2063.6 | Com | 10.4 | No | 3.5 | 9.3 | No |
| High | Yes | F2 | 4145.3 | Res | 10.4 | No | 15.8 | 12.7 | No |
| High | Yes | B5 | 30423.5 | Res | 10.4 | No | 7.3 | 6.9 | No |
| High | Yes | B5 | 14839.8 | Res | 10.4 | No | 20.3 | 16.7 | No |
| High | Yes | B5 | 18344.4 | Res | 10.4 | No | 12.5 | 999.0 | No |
| High | Yes | B1 | 3525.8 | Res | 10.4 | No | 14.0 | 15.7 | No |
| High | Yes | A9 | 20683.1 | Res | 10.4 | No | 9.8 | 20.0 | No |
| High | Yes | C9 | 5363.7 | Com | 10.3 | No | 13.5 | 19.1 | No |
| High | Yes | C9 | 2409.7 | Com | 10.3 | No | 9.6 | 7.3 | No |
| High | Yes | C2 | 2622.4 | Com | 10.3 | No | 7.3 | 7.1 | No |
| High | Yes | A2 | 1781.6 | Com | 10.3 | No | 6.5 | 8.2 | No |
| High | Yes | B10 | 3136.9 | Com | 10.3 | No | 16.8 | 17.4 | No |
| High | Yes | B7 | 1878.5 | Com | 10.3 | No | 14.6 | 13.7 | No |
| High | Yes | B1 | 8274.8 | Com | 10.3 | No | 8.2 | 9.8 | No |
| High | Yes | B4 | 2516.3 | Res | 10.3 | No | 21.6 | 21.4 | No |
| High | Yes | B4 | 2100.7 | Res | 10.3 | No | 12.8 | 15.1 | No |
| High | Yes | C1 | 4469.4 | Res | 10.3 | No | 8.8 | 6.5 | No |
| High | Yes | B1 | 10957.9 | Com | 10.2 | No | 19.6 | 13.4 | No |
| High | Yes | A6 | 4089.4 | Com | 10.2 | No | 10.8 | 17.7 | No |
| High | Yes | B10 | 3931.5 | Com | 10.2 | No | 19.0 | 18.1 | No |
| High | Yes | A9 | 21107.1 | Com | 10.2 | No | 4.7 | 21.1 | No |
| High | Yes | C9 | 6252.8 | Com | 10.2 | No | 13.7 | 14.3 | No |
| High | Yes | F2 | 4100.0 | Res | 10.2 | No | 8.0 | 13.5 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | D4 | 3852.7 | Res | 10.2 | No | 16.9 | 8.6 | No |
| High | Yes | C9 | 2463.3 | Res | 10.2 | No | 10.2 | 3.2 | No |
| High | Yes | B1 | 15241.0 | Res | 10.2 | No | 10.3 | 7.0 | No |
| High | Yes | A6 | 2995.5 | Res | 10.2 | No | 20.3 | 1.7 | No |
| High | Yes | B10 | 4182.2 | Res | 10.2 | No | 13.1 | 22.0 | No |
| High | Yes | B10 | 6236.8 | Res | 10.2 | No | 8.5 | 14.4 | No |
| High | Yes | E1 | 5593.0 | Com | 10.1 | No | 6.3 | 7.0 | No |
| High | Yes | A10 | 8044.0 | Com | 10.1 | No | 9.2 | 7.3 | No |
| High | Yes | C6 | 1807.3 | Com | 10.1 | No | 7.1 | 17.6 | No |
| High | Yes | B4 | 3730.0 | Com | 10.1 | No | 20.1 | 16.0 | No |
| High | Yes | A9 | 31497.9 | Com | 10.1 | No | 15.9 | 21.1 | No |
| High | Yes | E1 | 5336.8 | Com | 10.1 | No | 6.7 | 3.1 | No |
| High | Yes | D4 | 3758.0 | Res | 10.1 | No | 3.2 | 7.1 | No |
| High | Yes | A10 | 5461.9 | Res | 10.1 | No | 12.3 | 5.8 | No |
| High | Yes | A10 | 5569.7 | Res | 10.1 | No | 17.1 | 15.6 | No |
| High | Yes | E8 | 412.2 | Res | 10.1 | No | 7.1 | 7.9 | No |
| High | Yes | B10 | 6599.9 | Res | 10.1 | No | 15.5 | 9.5 | No |
| High | Yes | B10 | 6280.5 | Res | 10.1 | No | 16.9 | 12.2 | No |
| High | Yes | B4 | 2466.9 | Res | 10.1 | No | 17.7 | 23.0 | No |
| High | Yes | C1 | 4424.2 | Res | 10.1 | No | 7.1 | 7.2 | No |
| High | Yes | A9 | 25010.2 | Res | 10.1 | No | 18.6 | 28.5 | No |
| High | No | F4 | 84.5 | Com | 10.0 | No | 13.4 | 16.2 | No |
| High | No | E1 | 2123.8 | Com | 10.0 | No | 18.1 | 13.0 | No |
| High | No | B1 | 12156.4 | Com | 10.0 | No | 4.9 | 7.8 | No |
| High | No | C2 | 3552.0 | Com | 10.0 | No | 3.7 | 11.3 | No |
| High | No | B1 | 3970.5 | Com | 10.0 | No | 9.1 | 12.7 | No |
| High | No | E1 | 2546.9 | Res | 10.0 | No | 16.6 | 12.8 | No |
| High | No | B1 | 3597.0 | Res | 10.0 | No | 13.9 | 12.0 | No |
| High | No | D9 | 681.9 | Res | 10.0 | No | 11.9 | 15.2 | No |
| High | No | A9 | 39975.0 | Com | 9.9 | No | 7.8 | 5.4 | No |
| High | No | C3 | 15920.9 | Com | 9.9 | No | 24.9 | 28.1 | No |
| High | No | D3 | 1252.2 | Com | 9.9 | No | 11.0 | 15.7 | No |
| High | No | A6 | 82.5 | Com | 9.9 | No | 20.1 | 12.2 | No |
| High | No | B5 | 22676.0 | Com | 9.9 | No | 12.6 | 10.0 | No |
| High | No | A9 | 21598.6 | Res | 9.9 | No | 12.2 | 22.6 | No |
| High | No | D4 | 3442.5 | Res | 9.9 | No | 13.2 | 11.1 | No |
| High | No | B1 | 6930.3 | Res | 9.9 | No | 14.8 | 14.5 | No |
| High | No | D9 | 551.0 | Res | 9.9 | No | 7.4 | 6.1 | No |
| High | No | E1 | 2651.4 |  | 9.9 | No | 12.5 | 15.1 | No |
| High | No | A10 | 7292.1 | Com | 9.8 | No | 4.5 | 15.6 | No |
| High | No | B10 | 6489.8 | Com | 9.8 | No | 15.4 | 23.2 | No |
| High | No | F5 | 2438.5 | Com | 9.7 | No | 5.7 | 6.3 | No |
| High | No | A2 | 1607.4 | Com | 9.7 | No | 6.5 | 12.5 | No |
| High | No | A2 | 1641.3 | Com | 9.7 | No | 8.1 | 8.1 | No |
| High | No | A6 | 4442.8 | Com | 9.7 | No | 15.7 | 6.8 | No |
| High | No | B8 | 3946.5 | Com | 9.7 | No | 11.5 | 6.4 | No |
| High | No | B1 | 7191.3 | Com | 9.7 | No | 8.9 | 4.9 | No |
| High | No | E9 | 1177.1 | Com | 9.7 | No | 2.8 | 15.1 | No |
| High | No | F2 | 3794.7 | Res | 9.7 | No | 10.3 | 16.0 | No |
| High | No | A6 | 3058.3 | Res | 9.7 | No | 16.0 | 5.3 | No |
| High | No | A9 | 31063.2 | Com | 9.6 | Yes | 15.2 | 19.5 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | E1 | 2370.0 | Com | 9.6 | No | 18.9 | 14.7 | No |
| High | No | E1 | 5725.6 | Com | 9.6 | No | 18.3 | 22.3 | No |
| High | No | B5 | 11980.6 | Com | 9.6 | No | 9.8 | 7.1 | No |
| High | No | B8 | 3833.5 | Com | 9.6 | No | 11.6 | 18.9 | No |
| High | No | B1 | 3971.4 | Com | 9.6 | No | 9.6 | 11.6 | No |
| High | No | C3 | 8570.2 | Com | 9.6 | No | 12.6 | 15.4 | No |
| High | No | C7 | 3829.5 | Res | 9.6 | No | 8.2 | 5.0 | No |
| High | No | A3 | 60.2 | Res | 9.6 | No | 28.8 | 4.0 | No |
| High | No | B10 | 3695.0 | Res | 9.6 | No | 16.1 | 17.8 | No |
| High | No | C1 | 3343.5 | Res | 9.6 | No | 13.8 | 14.8 | No |
| High | No | A9 | 22589.6 | Res | 9.6 | No | 21.2 | 17.0 | No |
| High | No | D6 | 3191.5 | Com | 9.5 | No | 13.2 | 12.0 | No |
| High | No | A6 | 3282.2 | Com | 9.5 | No | 11.8 | 2.4 | No |
| High | No | B5 | 14434.2 | Com | 9.5 | No | 10.6 | 13.0 | No |
| High | No | A9 | 34607.2 | Com | 9.5 | No | 3.0 | 5.7 | No |
| High | No | F2 | 4242.1 | Res | 9.5 | No | 11.0 | 18.5 | No |
| High | No | F4 | 538.8 | Res | 9.5 | No | 13.8 | 18.9 | No |
| High | No | B5 | 17177.6 | Res | 9.5 | No | 14.7 | 13.7 | No |
| High | No | A10 | 8405.4 | Com | 9.4 | No | 29.0 | 9.7 | No |
| High | No | C5 | 5865.7 | Com | 9.4 | No | 23.4 | 28.0 | No |
| High | No | A6 | 47.2 | Com | 9.4 | No | 18.5 | 13.1 | No |
| High | No | B5 | 30143.0 | Com | 9.4 | No | 5.0 | 6.3 | No |
| High | No | B10 | 3403.9 | Com | 9.4 | No | 19.4 | 22.9 | No |
| High | No | B9 | 7450.9 | Com | 9.4 | No | 7.2 | 7.2 | No |
| High | No | D2 | 597.8 | Res | 9.4 | No | 5.3 | 9.6 | No |
| High | No | A1 | 4971.0 | Res | 9.4 | No | 18.9 | 16.4 | No |
| High | No | C1 | 4490.4 | Res | 9.4 | No | 10.5 | 8.1 | No |
| High | No | A6 | 10830.4 | Com | 9.3 | No | 7.1 | 11.0 | No |
| High | No | B5 | 17398.0 | Com | 9.3 |  | 8.5 | 6.0 | No |
| High | No | B1 | 3640.6 | Com | 9.3 | No | 20.2 | 16.7 | No |
| High | No | B6 | 264.4 | Com | 9.3 | No | 8.8 | 14.6 | No |
| High | No | F2 | 3646.0 | Res | 9.3 | No | 10.4 | 10.2 | No |
| High | No | E1 | 2041.2 | Res | 9.3 | No | 19.2 | 16.9 | No |
| High | No | C7 | 4424.8 | Res | 9.3 | No | 8.2 | 6.9 | No |
| High | No | C3 | 19246.5 | Com | 9.2 | No | 25.8 | 22.7 | No |
| High | No | A10 | 5109.8 | Com | 9.2 | No | 20.2 | 13.2 | No |
| High | No | D3 | 1363.1 | Com | 9.2 | No | 13.7 | 20.2 | No |
| High | No | C3 | 6850.4 | Com | 9.2 | No | 14.7 | 14.9 | No |
| High | No | B4 | 2435.8 | Res | 9.2 | No | 16.0 | 23.8 | No |
| High | No | B7 | 2394.8 | Res | 9.2 | No | 24.1 | 18.8 | No |
| High | No | C6 | 806.1 | Com | 9.1 | No | 17.2 | 28.2 | No |
| High | No | B5 | 17515.4 | Com | 9.1 | No | 4.4 | 4.0 | No |
| High | No | E9 | 951.7 | Com | 9.1 | No | 5.4 | 15.5 | No |
| High | No | D2 | 640.7 | Res | 9.1 | No | 23.5 | 23.6 | No |
| High | No | B10 | 4224.2 | Res | 9.1 | No | 12.5 | 13.3 | No |
| High | No | B1 | 3832.5 | Res | 9.1 | No | 18.1 | 16.8 | No |
| High | No | A9 | 31002.2 | Com | 9.0 | Yes | 10.4 | 28.3 | No |
| High | No | C5 | 5724.2 | Com | 9.0 | No | 13.3 | 19.2 | No |
| High | No | A4 | 730.5 | Com | 9.0 | No | 20.1 | 18.4 | No |
| High | No | A6 | 0.0 | Com | 9.0 | No | 8.6 | 4.4 | No |
| High | No | A6 | 128.3 | Com | 9.0 | No | 7.5 | 14.5 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B9 | 6870.3 | Com | 9.0 | No | 13.1 | 15.8 | No |
| High | No | A6 | 3846.3 | Res | 9.0 | No | 16.0 | 13.8 | No |
| High | No | E8 | 494.2 | Res | 9.0 | No | 7.0 | 10.9 | No |
| High | No | B1 | 3649.0 | Res | 9.0 | No | 12.8 | 9.9 | No |
| High | No | D1 | 1728.4 | Com | 8.9 | No | 15.7 | 13.1 | No |
| High | No | C5 | 5994.8 | Com | 8.9 | No | 16.0 | 25.1 | No |
| High | No | A4 | 3684.6 | Com | 8.9 | No | 10.3 | 17.8 | No |
| High | No | A6 | 10621.9 | Com | 8.9 | No | 14.7 | 13.8 | No |
| High | No | B1 | 6880.4 | Com | 8.9 | No | 7.5 | 7.1 | No |
| High | No | E1 | 9473.4 | Res | 8.9 | No | 19.2 | 17.7 | No |
| High | No | E1 | 1937.8 | Res | 8.9 | No | 7.1 | 6.3 | No |
| High | No | D4 | 3338.7 | Res | 8.9 | Yes | 11.9 | 12.1 | No |
| High | No | D2 | 632.8 | Res | 8.9 | No | 37.9 | 3.5 | No |
| High | No | B5 | 11108.3 | Res | 8.9 | No | 8.8 | 6.6 | No |
| High | No | B10 | 6633.1 | Res | 8.9 | No | 11.2 | 4.1 | No |
| High | No | A9 | 22649.6 | Res | 8.9 | No | 18.3 | 17.2 | No |
| High | No | F2 | 12407.5 | Com | 8.8 | No | 14.0 | 16.1 | No |
| High | No | A9 | 25374.6 | Com | 8.8 | No | 20.2 | 10.1 | No |
| High | No | B1 | 3859.7 | Com | 8.8 | No | 8.1 | 16.4 | No |
| High | No | B1 | 6258.6 | Com | 8.8 | No | 8.8 | 15.4 | No |
| High | No | A9 | 34651.3 | Com | 8.8 | No | 4.9 | 6.7 | No |
| High | No | C3 | 17563.4 | Com | 8.8 | No | 11.5 | 12.3 | No |
| High | No | F2 | 3665.2 | Res | 8.8 | No | 9.3 | 15.6 | No |
| High | No | B4 | 2146.3 | Res | 8.8 | No | 20.5 | 34.2 | No |
| High | No | C9 | 6730.6 | Com | 8.7 | No | 8.9 | 6.3 | No |
| High | No | A10 | 7334.1 | Com | 8.7 | No | 14.9 | 7.8 | No |
| High | No | C5 | 5926.1 | Com | 8.7 | No | 33.9 | 24.9 | No |
| High | No | B5 | 13674.8 | Com | 8.7 | No | 14.6 | 13.2 | No |
| High | No | B5 | 15814.2 | Com | 8.7 | No | 18.4 | 25.4 | No |
| High | No | B6 | 1198.7 | Com | 8.7 | No | 14.2 | 10.2 | No |
| High | No | F4 | 236.3 | Res | 8.7 | No | 7.0 | 18.5 | No |
| High | No | A9 | 24972.9 | Com | 8.6 | No | 15.2 | 10.3 | No |
| High | No | A9 | 31176.0 | Com | 8.6 | No | 13.0 | 6.6 | No |
| High | No | C9 | 1901.3 | Com | 8.6 | No | 7.5 | 5.8 | No |
| High | No | B1 | 11856.1 | Com | 8.6 | No | 15.6 | 4.9 | No |
| High | No | A2 | 1669.5 | Com | 8.6 | No | 10.5 | 6.1 | No |
| High | No | E1 | 5379.7 | Com | 8.6 | No | 5.2 | 4.6 | No |
| High | No | D4 | 3797.0 | Res | 8.6 | No | 5.7 | 7.0 | No |
| High | No | C7 | 2467.2 | Res | 8.6 | No | 15.1 | 15.7 | No |
| High | No | A6 | 3187.8 | Res | 8.6 | No | 14.7 | 7.6 | No |
| High | No | A9 | 30914.8 | Com | 8.5 | No | 17.9 | 23.6 | No |
| High | No | A4 | 720.0 | Com | 8.5 | No | 11.1 | 9.5 | No |
| High | No | B5 | 14489.4 | Com | 8.5 | No | 10.8 | 9.9 | No |
| High | No | B4 | 3840.5 | Com | 8.5 | No | 25.8 | 15.2 | No |
| High | No | A9 | 23122.6 | Res | 8.5 | No | 19.8 | 15.6 | No |
| High | No | A9 | 31074.7 | Com | 8.4 | No | 10.4 | 5.8 | No |
| High | No | A9 | 35453.5 | Com | 8.4 | No | 25.5 | 12.6 | No |
| High | No | A1 | 1310.8 | Com | 8.4 | No | 11.4 | 19.8 | No |
| High | No | B5 | 9790.5 | Com | 8.4 | No | 7.4 | 4.6 | No |
| High | No | B5 | 11410.7 | Com | 8.4 | No | 7.8 | 6.0 | No |
| High | No | B10 | 5761.4 | Com | 8.4 | No | 16.4 | 14.7 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B5 | 747.9 | Com | 8.4 | No | 11.5 | 6.9 | No |
| High | No | A6 | 3262.5 | Res | 8.4 | No | 6.1 | 16.5 | No |
| High | No | B5 | 11495.9 | Res | 8.4 | No | 15.5 | 26.7 | No |
| High | No | A9 | 30803.5 | Com | 8.3 | No | 20.6 | 15.9 | No |
| High | No | D6 | 2583.4 | Com | 8.3 | No | 21.5 | 21.1 | No |
| High | No | B1 | 11458.6 | Com | 8.3 | No | 23.6 | 6.8 | No |
| High | No | A10 | 5501.8 | Com | 8.3 | No | 9.3 | 16.5 | No |
| High | No | A4 | 3698.5 | Com | 8.3 | No | 19.7 | 4.5 | No |
| High | No | A9 | 21530.8 | Res | 8.3 | No | 10.2 | 22.7 | No |
| High | No | C9 | 1584.8 | Res | 8.3 | No | 9.6 | 6.0 | No |
| High | No | B5 | 17407.5 | Res | 8.3 | No | 14.2 | 13.5 | No |
| High | No | B1 | 3386.1 | Res | 8.3 | No | 17.3 | 10.5 | No |
| High | No | A9 | 22798.4 | Res | 8.3 | No | 10.9 | 14.4 | No |
| High | No | D9 | 801.7 | Res | 8.3 | No | 15.1 | 22.6 | No |
| High | No | A9 | 24758.9 | Com | 8.2 | No | 13.9 | 5.7 | No |
| High | No | B5 | 16791.5 | Com | 8.2 | No | 16.5 | 18.7 | No |
| High | No | B8 | 3661.2 | Com | 8.2 | No | 9.0 | 7.1 | No |
| High | No | D6 | 2949.4 | Res | 8.2 | No | 5.4 | 5.4 | No |
| High | No | D2 | 688.7 | Res | 8.2 | No | 23.9 | 16.4 | No |
| High | No | B10 | 6235.7 | Res | 8.2 | No | 8.4 | 12.2 | No |
| High | No | B10 | 6547.8 | Res | 8.2 | No | 13.2 | 13.1 | No |
| High | No | A9 | 23297.7 | Res | 8.2 | No | 17.1 | 9.9 | No |
| High | No | B4 | 2794.7 | Com | 8.1 | No | 17.0 | 16.1 | No |
| High | No | E9 | 1359.8 | Com | 8.1 | Yes | 0.4 | 11.9 | No |
| High | No | D4 | 3538.6 | Res | 8.1 | No | 14.8 | 9.6 | No |
| High | No | A6 | 3109.7 | Res | 8.1 | No | 5.5 | 19.1 | No |
| High | No | C5 | 5957.7 | Com | 8.0 | No | 22.4 | 24.8 | No |
| High | No | C5 | 2569.0 | Com | 8.0 | No | 15.8 | 23.5 | No |
| High | No | B5 | 11326.7 | Com | 8.0 | No | 22.9 | 13.0 | No |
| High | No | B5 | 11437.8 | Com | 8.0 | No | 16.7 | 13.5 | No |
| High | No | B10 | 5658.7 | Com | 8.0 | No | 13.0 | 13.2 | No |
| High | No | F5 | 2471.3 | Com | 7.9 | No | 4.2 | 11.0 | No |
| High | No | A9 | 25505.7 | Com | 7.9 | No | 5.3 | 15.3 | No |
| High | No | C9 | 7944.5 | Com | 7.9 | No | 30.8 | 15.7 | No |
| High | No | A6 | 395.3 | Com | 7.9 | No | 19.3 | 2.4 | No |
| High | No | B5 | 110.0 | Com | 7.9 | No | 12.1 | 12.2 | No |
| High | No | B1 | 3750.3 | Res | 7.9 | No | 9.0 | 12.8 | No |
| High | No | A9 | 22955.1 | Res | 7.9 | No | 14.3 | 12.5 | No |
| High | No | D6 | 2843.8 | Com | 7.8 | No | 12.9 | 19.3 | No |
| High | No | D6 | 2762.5 | Com | 7.8 | No | 5.0 | 7.4 | No |
| High | No | A2 | 1997.8 | Com | 7.8 | No | 16.5 | 18.8 | No |
| High | No | A6 | 5879.6 | Com | 7.8 | No | 10.8 | 4.0 | No |
| High | No | B5 | 16946.9 | Com | 7.8 | Yes | 17.7 | 18.9 | No |
| High | No | C1 | 4399.0 | Com | 7.8 | No | 6.1 | 10.9 | No |
| High | No | A9 | 22012.5 | Res | 7.8 | No | 15.2 | 13.4 | No |
| High | No | D6 | 2998.2 | Res | 7.8 | No | 6.5 | 4.9 | No |
| High | No | B5 | 10984.7 | Com | 7.7 | No | 9.3 | 9.8 | No |
| High | No | B4 | 2752.0 | Com | 7.7 | No | 11.0 | 17.4 | No |
| High | No | B4 | 2045.2 | Res | 7.7 | No | 20.4 | 15.4 | No |
| High | No | C1 | 4601.2 | Res | 7.7 | No | 6.7 | 8.2 | No |
| High | No | A10 | 7202.3 | Com | 7.6 | No | 8.7 | 4.6 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | A4 | 2280.4 | Com | 7.6 | No | 10.9 | 12.6 | No |
| High | No | B10 | 3060.0 | Com | 7.6 | No | 17.1 | 16.9 | No |
| High | No | E1 | 5310.9 | Com | 7.6 | No | 5.2 | 6.2 | No |
| High | No | D6 | 2431.7 | Res | 7.6 | No | 8.4 | 10.2 | No |
| High | No | B5 | 16719.7 | Res | 7.6 | No | 18.1 | 13.9 | No |
| High | No | B10 | 6291.2 | Res | 7.6 | No | 11.7 | 6.9 | No |
| High | No | A9 | 24799.7 | Com | 7.5 | No | 13.2 | 14.0 | No |
| High | No | C5 | 1304.9 | Com | 7.5 | No | 21.8 | 20.5 | No |
| High | No | A6 | 10689.9 | Com | 7.5 | No | 14.4 | 11.2 | No |
| High | No | A6 | 10770.9 | Com | 7.5 | No | 7.2 | 13.2 | No |
| High | No | A9 | 22084.7 | Res | 7.5 | No | 23.6 | 19.3 | No |
| High | No | D4 | 3481.5 | Res | 7.5 | No | 11.2 | 11.9 | No |
| High | No | E8 | 466.4 | Res | 7.5 | No | 13.5 | 16.1 | No |
| High | No | B9 | 6988.7 | Res | 7.5 | No | 15.3 | 13.7 | No |
| High | No | E1 | 5719.0 | Res | 7.5 | No | 5.4 | 5.0 | No |
| High | No | C3 | 16952.2 | Res | 7.5 | Yes | 5.4 | 5.6 | No |
| High | No | B1 | 10549.3 | Com | 7.4 | No | 8.9 | 8.8 | No |
| High | No | B5 | 12139.2 | Com | 7.4 | No | 7.3 | 8.4 | No |
| High | No | B5 | 11333.8 | Com | 7.4 | No | 5.9 | 8.0 | No |
| High | No | D4 | 3628.2 | Res | 7.4 | No | 11.3 | 10.8 | No |
| High | No | B5 | 15584.4 | Res | 7.4 | No | 13.8 | 21.5 | No |
| High | No | C5 | 4141.6 | Com | 7.3 | No | 8.0 | 6.4 | No |
| High | No | A9 | 20222.3 | Com | 7.3 | No | 6.4 | 9.4 | No |
| High | No | A9 | 22443.5 | Res | 7.3 | No | 17.5 | 11.3 | No |
| High | No | A2 | 1935.5 | Com | 7.2 | No | 18.6 | 15.4 | No |
| High | No | A9 | 36444.8 | Com | 7.2 | No | 15.4 | 20.5 | No |
| High | No | F2 | 512.5 | Com | 7.1 | No | 7.1 | 7.9 | No |
| High | No | C5 | 2075.7 | Com | 7.1 | No | 8.0 | 8.6 | No |
| High | No | B5 | 4115.6 | Com | 7.1 | No | 17.6 | 18.1 | No |
| High | No | B5 | 15524.0 | Res | 7.1 | No | 22.2 | 30.4 | No |
| High | No | E8 | 329.8 | Res | 7.1 | No | 6.8 | 6.6 | No |
| High | No | C1 | 4451.2 | Res | 7.1 | No | 8.7 | 8.0 | No |
| High | No | B1 | 5247.9 | Com | 7.0 | No | 5.6 | 3.1 | No |
| High | No | C3 | 8409.8 | Com | 6.9 | No | 14.7 | 13.2 | No |
| High | No | B1 | 10847.3 | Com | 6.9 | No | 7.6 | 7.6 | No |
| High | No | B5 | 10675.8 | Com | 6.9 | No | 6.2 | 8.0 | No |
| High | No | B1 | 3761.2 | Com | 6.9 | No | 12.4 | 15.6 | No |
| High | No | B1 | 6472.4 | Com | 6.9 | No | 12.5 | 13.7 | No |
| High | No | E1 | 2906.9 | Res | 6.9 | No | 10.3 | 13.0 | No |
| High | No | D2 | 736.5 | Res | 6.9 | No | 6.4 | 6.4 | No |
| High | No | B5 | 7666.2 | Com | 6.8 | No | 17.4 | 16.4 | No |
| High | No | A9 | 30443.5 | Com | 6.8 | No | 7.5 | 9.8 | No |
| High | No | B4 | 2209.7 | Res | 6.8 | No | 6.4 | 9.1 | No |
| High | No | B10 | 2911.9 | Com | 6.7 | No | 10.7 | 18.6 | No |
| High | No | B10 | 3875.9 | Res | 6.7 | No | 19.7 | 15.6 | No |
| High | No | C6 | 2223.5 | Com | 6.6 | No | 14.9 | 14.5 | No |
| High | No | A3 | 169.0 | Res | 6.6 | No | 27.1 | 3.7 | No |
| High | No | A9 | 23403.8 | Res | 6.6 | No | 17.9 | 15.2 | No |
| High | No | D6 | 2870.8 | Com | 6.5 | No | 12.4 | 10.6 | No |
| High | No | B1 | 14548.0 | Com | 6.5 | Yes | 0.0 | 0.0 | No |
| High | No | E7 | 308.4 | Com | 6.5 | No | 5.7 | 7.6 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | A6 | 9100.6 | Com | 6.5 | No | 10.4 | 12.9 | No |
| High | No | B1 | 15840.6 | Res | 6.4 | Yes | 0.0 | 0.0 | No |
| High | No | D6 | 2480.5 | Com | 6.3 | No | 7.1 | 15.5 | No |
| High | No | B5 | 16850.7 | Com | 6.3 | No | 20.0 | 12.6 | No |
| High | No | A9 | 25503.1 | Res | 6.3 | No | 15.6 | 13.4 | No |
| High | No | B1 | 15885.0 | Res | 6.3 | Yes | 0.0 | 0.0 | No |
| High | No | A2 | 1838.4 | Com | 6.2 | No | 12.9 | 7.8 | No |
| High | No | A6 | 9849.8 | Com | 6.2 | No | 10.4 | 1.9 | No |
| High | No | B1 | 11019.1 | Com | 6.0 | No | 24.6 | 18.3 | No |
| High | No | B9 | 7384.7 | Com | 6.0 | No | 8.3 | 7.3 | No |
| High | No | D1 | 5093.0 | Res | 6.0 | Yes | 0.0 | 0.0 | No |
| High | No | B5 | 11533.7 | Res | 6.0 | No | 24.4 | 16.8 | No |
| High | No | C9 | 5310.9 | Com | 5.9 | No | 25.2 | 19.1 | No |
| High | No | B5 | 922.8 | Com | 5.9 | No | 15.0 | 11.4 | No |
| High | No | A10 | 6482.1 | Com | 5.8 | No | 8.1 | 8.5 | No |
| High | No | B1 | 15927.9 | Res | 5.8 | Yes | 0.0 | 0.0 | No |
| High | No | B1 | 11246.9 | Com | 5.7 | No | 21.8 | 18.7 | No |
| High | No | A9 | 20254.6 | Com | 5.7 | No | 10.6 | 18.2 | No |
| High | No | A6 | 9439.8 | Com | 5.6 | No | 2.4 | 12.0 | No |
| High | No | A5 | 67.2 | Com | 5.5 | Yes | 8.3 | 15.6 | No |
| High | No | A6 | 10651.5 | Com | 5.5 | No | 7.0 | 8.4 | No |
| High | No | C3 | 6867.9 | Com | 5.5 | No | 20.1 | 12.7 | No |
| High | No | B1 | 15478.6 | Res | 5.5 | No | 6.0 | 8.4 | No |
| High | No | B9 | 47.9 | Res | 5.5 | No | 8.4 | 7.0 | No |
| High | No | A9 | 22269.2 | Res | 5.5 | No | 11.2 | 1.4 | No |
| High | No | E8 | 669.0 | Com | 5.4 | No | 10.7 | 8.3 | No |
| High | No | B5 | 11695.8 | Res | 5.4 | No | 24.8 | 22.4 | No |
| High | No | E8 | 140.0 | Res | 5.4 | No | 21.8 | 14.7 | No |
| High | No | A9 | 26170.6 | Com | 5.2 | No | 17.6 | 15.2 | No |
| High | No | B1 | 10903.6 | Com | 5.2 | No | 21.5 | 21.0 | No |
| High | No | A9 | 30295.1 | Com | 5.2 | No | 15.1 | 7.5 | No |
| High | No | A10 | 8485.1 | Com | 5.1 | No | 4.0 | 7.6 | No |
| High | No | A10 | 7595.4 | Com | 5.1 | No | 11.4 | 6.2 | No |
| High | No | A9 | 20985.7 | Com | 5.1 | No | 2.4 | 18.5 | No |
| High | No | A9 | 35596.4 | Com | 5.1 | No | 5.8 | 5.6 | No |
| High | No | B1 | 14476.2 | Res | 5.1 | No | 12.1 | 6.5 | No |
| High | No | C9 | 2283.5 | Res | 5.1 | No | 5.9 | 5.7 | No |
| High | No | F2 | 12546.0 | Com | 5.0 | No | 23.5 | 17.8 | No |
| High | No | B1 | 14969.9 | Res | 5.0 | No | 9.1 | 4.9 | No |
| High | No | B5 | 14878.5 | Res | 5.0 | No | 17.1 | 19.4 | No |
| High | No | B8 | 3842.8 | Com | 4.9 | No | 10.8 | 6.5 | No |
| High | No | A4 | 2225.7 | Com | 4.8 | No | 6.8 | 5.2 | No |
| High | No | C1 | 4410.6 | Res | 4.8 | No | 7.5 | 6.5 | No |
| High | No | D1 | 1464.9 | Com | 4.7 | Yes | 0.0 | 0.0 | No |
| High | No | A2 | 1762.2 | Com | 4.7 | No | 10.1 | 7.0 | No |
| High | No | B10 | 2607.6 | Com | 4.7 | No | 15.3 | 17.3 | No |
| High | No | A9 | 41304.8 | Com | 4.7 | No | 10.6 | 11.8 | No |
| High | No | C5 | 2037.8 | Com | 4.6 | No | 16.4 | 17.2 | No |
| High | No | D5 | 742.3 | Com | 4.6 | No | 6.4 | 6.7 | No |
| High | No | B5 | 18426.7 | Res | 4.6 | No | 8.4 | 6.7 | No |
| High | No | D6 | 3082.1 | Com | 4.5 | No | 5.5 | 8.6 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | A6 | 4719.1 | Com | 4.5 | No | 17.3 | 15.1 | No |
| High | No | D1 | 5543.3 | Res | 4.5 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 23206.9 | Res | 4.5 | No | 18.4 | 14.5 | No |
| High | No | B1 | 15561.5 | Res | 4.4 | Yes | 0.0 | 0.0 | No |
| High | No | A10 | 9631.8 | Com | 4.3 | No | 6.5 | 14.5 | No |
| High | No | B5 | 12393.4 | Com | 4.2 | No | 18.2 | 23.7 | No |
| High | No | C9 | 1546.2 | Res | 4.2 | Yes | 0.0 | 0.0 | No |
| High | No | C8 | 1185.4 | Res | 4.2 | Yes | 0.0 | 0.0 | No |
| High | No | B4 | 3619.2 | Res | 4.2 | No | 14.8 | 12.2 | No |
| High | No | B10 | 4729.7 | Com | 4.1 | No | 15.5 | 15.2 | No |
| High | No | B1 | 14606.6 | Com | 4.0 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 28970.9 | Com | 4.0 | Yes | 1.4 | 6.2 | No |
| High | No | C8 | 859.6 | Res | 4.0 | Yes | 0.0 | 0.0 | No |
| High | No | B10 | 4464.7 | Res | 4.0 | No | 18.9 | 15.3 | No |
| High | No | B4 | 3573.9 | Com | 3.9 | No | 4.8 | 8.5 | No |
| High | No | A9 | 44192.8 | Com | 3.9 | No | 17.7 | 11.3 | No |
| High | No | D2 | 713.7 | Res | 3.9 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 23389.2 | Res | 3.9 | No | 17.7 | 15.8 | No |
| High | No | A6 | 271.6 | Com | 3.8 | No | 20.7 | 6.0 | No |
| High | No | A9 | 41498.5 | Com | 3.7 | No | 18.4 | 23.5 | No |
| High | No | C10 | 802.6 | Com | 3.7 | Yes | 0.0 | 0.0 | No |
| High | No | B10 | 4065.9 | Com | 3.7 | No | 6.6 | 8.0 | No |
| High | No | E9 | 2022.8 | Com | 3.7 | No | 4.7 | 8.9 | No |
| High | No | A9 | 23275.4 | Res | 3.7 | No | 18.7 | 16.9 | No |
| High | No | A5 | 514.1 | Com | 3.6 | Yes | 7.6 | 5.4 | No |
| High | No | C1 | 2233.8 | Com | 3.5 | Yes | 6.8 | 7.6 | No |
| High | No | C7 | 1524.5 | Res | 3.5 | No | 0.0 | 0.0 | No |
| High | No | D1 | 5134.5 | Res | 3.5 | Yes | 0.0 | 0.0 | No |
| High | No | C1 | 3312.5 | Res | 3.5 | No | 16.0 | 13.7 | No |
| High | No | C9 | 7963.9 | Com | 3.4 |  | 28.3 | 18.2 | No |
| High | No | C7 | 3865.6 | Com | 3.4 | No | 9.7 | 12.5 | No |
| High | No | D1 | 4889.9 | Res | 3.4 | Yes | 0.0 | 0.0 | No |
| High | No | B10 | 4269.9 | Com | 3.3 | No | 6.7 | 9.1 | No |
| High | No | B9 | 7055.7 | Com | 3.3 | No | 6.0 | 6.5 | No |
| High | No | C8 | 752.9 | Res | 3.3 | Yes | 0.0 | 0.0 | No |
| High | No | C7 | 1305.2 | Res | 3.3 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 24885.3 | Res | 3.3 | No | 1.5 | 12.5 | No |
| High | No | B1 | 14462.0 | Com | 3.2 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 29415.1 | Com | 3.1 | No | 2.3 | 8.1 | No |
| High | No | D1 | 1526.4 | Com | 3.1 | Yes | 0.0 | 0.0 | No |
| High | No | C7 | 2160.9 | Res | 3.1 | Yes | 0.0 | 0.0 | No |
| High | No | B10 | 6061.4 | Res | 3.1 | Yes | 11.9 | 7.5 | No |
| High | No | C3 | 16757.8 | Com | 3.0 | Yes | 0.0 | 0.0 | No |
| High | No | D1 | 5096.0 | Res | 3.0 | Yes | 0.0 | 0.0 | No |
| High | No | C9 | 1927.1 | Res | 2.9 | Yes | 8.0 | 9.4 | No |
| High | No | B5 | 1421.5 | Com | 2.8 | Yes | 14.7 | 10.9 | No |
| High | No | B5 | 3113.4 | Com | 2.8 | Yes | 1.6 | 0.9 | No |
| High | No | B1 | 14265.8 | Res | 2.8 | Yes | 0.0 | 0.0 | No |
| High | No | D2 | 612.6 | Res | 2.8 | Yes | 0.0 | 0.0 | No |
| High | No | B5 | 2679.9 | Com | 2.7 | Yes | 2.9 | 0.8 | No |
| High | No | D6 | 3186.4 |  | 2.7 | No | 4.7 | 6.5 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B9 | 1848.9 | Com | 2.6 | Yes | 8.1 | 3.8 | No |
| High | No | C10 | 163.7 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| High | No | C7 | 2000.1 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| High | No | C9 | 2227.2 | Res | 2.6 | Yes | 2.6 | 6.5 | No |
| High | No | B5 | 2647.5 | Com | 2.5 | Yes | 22.6 | 9.1 | No |
| High | No | A9 | 44239.8 | Com | 2.5 | No | 12.1 | 11.3 | No |
| High | No | D1 | 4220.5 | Com | 2.4 | Yes | 0.0 | 0.0 | No |
| High | No | B1 | 15452.5 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| High | No | C10 | 295.2 | Res | 2.4 | Yes | 19.0 | 26.3 | No |
| High | No | B5 | 2152.6 | Com | 2.3 | Yes | 8.3 | 5.4 | No |
| High | No | C8 | 1666.7 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| High | No | C9 | 6321.8 | Com | 2.2 | No | 6.8 | 6.0 | No |
| High | No | A10 | 7247.8 | Com | 2.2 | No | 14.0 | 6.2 | No |
| High | No | D5 | 1402.5 | Com | 2.2 | No | 11.1 | 7.9 | No |
| High | No | C7 | 2064.4 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| High | No | C7 | 1628.8 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| High | No | C9 | 1987.5 | Res | 2.2 | Yes | 3.6 | 10.0 | No |
| High | No | D1 | 1465.6 | Com | 2.1 | Yes | 0.0 | 0.0 | No |
| High | No | C8 | 497.1 | Res | 2.1 | Yes | 0.0 | 0.0 | No |
| High | No | C1 | 2339.1 | Res | 2.1 | Yes | 4.3 | 1.2 | No |
| High | No | B5 | 3900.7 | Com | 2.0 | Yes | 16.9 | 15.8 | No |
| High | No | D1 | 4496.2 | Res | 2.0 | Yes | 0.0 | 0.0 | No |
| High | No | C1 | 3274.0 | Res | 1.9 | No | 14.0 | 17.9 | No |
| High | No | C1 | 4131.1 | Com | 1.7 | No | 14.2 | 18.4 | No |
| High | No | A9 | 20956.3 | Res | 1.7 | No | 5.1 | 3.7 | No |
| High | No | D3 | 937.6 | Com | 1.6 | No | 7.7 | 9999.0 | No |
| High | No | C2 | 3235.4 | Com | 1.5 | No | 17.1 | 14.8 | No |
| High | No | B10 | 5517.6 | Res | 1.4 | No | 10.6 | 3.8 | No |
| High | No | D7 | 2585.5 | Com | 1.3 | No | 9.5 | 4.7 | No |
| High | No | A9 | 20405.3 | Res | 0.3 | No | 10.8 | 13.2 | No |
| High | No | B1 | 15191.4 | Com | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 147.7 | Res | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1619.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1698.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1628.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1550.5 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1497.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1358.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 989.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 970.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 795.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1286.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1555.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1594.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1615.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1658.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 2276.4 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1574.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1544.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B1 | 14030.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B1 | 12269.8 |  | 0.0 |  | 0.0 | 0.0 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | D1 | 4485.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 4216.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 4113.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 4083.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 4062.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 3921.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 181.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 2065.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 2113.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 2163.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | Yes | C2 | 6045.3 | Com | 27.7 | No | 27.1 | 29.7 | No |
| Medium | Yes | A9 | 33970.7 | Com | 19.8 | No | 13.1 | 9.9 | No |
| Medium | Yes | A9 | 34158.8 | Com | 18.8 | No | 21.6 | 22.8 | No |
| Medium | Yes | A10 | 2685.8 | Com | 18.5 | No | 25.0 | 13.0 | No |
| Medium | Yes | A2 | 48.5 | Com | 16.8 | No | 12.1 | 17.5 | No |
| Medium | Yes | A1 | 214.4 | Res | 16.6 | No | 25.2 | 7.8 | No |
| Medium | Yes | C2 | 1747.1 | Com | 16.4 | No | 9999.0 | 25.4 | No |
| Medium | Yes | B5 | 10218.4 | Com | 16.1 | No | 90.0 | 11.2 | No |
| Medium | Yes | C5 | 3696.4 | Com | 15.9 | No | 21.0 | 17.4 | No |
| Medium | Yes | C4 | 2998.2 | Com | 15.9 | No | 19.8 | 20.8 | No |
| Medium | Yes | A1 | 261.6 | Res | 15.9 | No | 19.2 | 19.1 | No |
| Medium | Yes | C2 | 2065.8 | Com | 15.8 | No | 17.9 | 19.0 | No |
| Medium | Yes | C5 | 2769.8 | Com | 15.6 | No | 17.1 | 15.1 | No |
| Medium | Yes | C2 | 1729.0 | Com | 15.6 | No | 18.3 | 14.2 | No |
| Medium | Yes | C9 | 8092.5 | Com | 15.6 | No | 15.5 | 14.4 | No |
| Medium | Yes | A9 | 33626.3 | Com | 15.3 | No | 19.7 | 23.6 | No |
| Medium | Yes | C2 | 739.9 | Com | 15.3 | No | 15.3 | 22.0 | No |
| Medium | Yes | C3 | 19006.6 | Com | 15.1 | No | 10.4 | 28.5 | No |
| Medium | Yes | E6 | 473.4 | Com | 15.1 | No | 17.3 | 16.3 | No |
| Medium | Yes | A9 | 32833.5 | Res | 15.1 | No | 16.3 | 13.0 | No |
| Medium | Yes | F3 | 944.6 | Res | 15.0 | No | 14.9 | 10.6 | No |
| Medium | Yes | F2 | 5890.2 | Com | 14.9 | No | 14.0 | 22.7 | No |
| Medium | Yes | C6 | 1190.4 | Com | 14.9 | No | 14.3 | 15.1 | No |
| Medium | Yes | C5 | 7447.3 | Com | 14.9 | No | 12.9 | 11.1 | No |
| Medium | Yes | C5 | 6788.0 | Com | 14.8 | Yes | 13.4 | 18.2 | No |
| Medium | Yes | C9 | 8151.7 | Com | 14.8 | No | 12.9 | 17.2 | No |
| Medium | Yes | D1 | 1093.1 | Res | 14.8 | No | 7.2 | 7.9 | No |
| Medium | Yes | C4 | 3239.8 | Res | 14.8 | No | 22.4 | 22.1 | No |
| Medium | Yes | D7 | 3732.1 | Res | 14.7 | No | 12.8 | 12.6 | No |
| Medium | Yes | E1 | 1348.7 | Res | 14.7 | No | 13.0 | 10.5 | No |
| Medium | Yes | C5 | 7028.8 | Com | 14.6 | No | 24.8 | 19.9 | No |
| Medium | Yes | C2 | 678.6 | Com | 14.6 | No | 25.3 | 16.3 | No |
| Medium | Yes | C4 | 2017.4 | Com | 14.6 | No | 6.1 | 6.2 | No |
| Medium | Yes | C4 | 2316.4 | Com | 14.5 | No | 17.3 | 21.6 | No |
| Medium | Yes | C4 | 1986.0 | Com | 14.5 | No | 12.1 | 16.8 | No |
| Medium | Yes | A6 | 5153.6 | Com | 14.3 | No | 19.1 | 18.5 | No |
| Medium | Yes | A4 | 986.1 | Com | 14.2 | No | 0.0 | 15.3 | No |
| Medium | Yes | E1 | 1289.3 | Res | 14.2 | No | 12.7 | 14.5 | No |
| Medium | Yes | E1 | 3330.4 | Res | 14.2 | No | 17.1 | 10.9 | No |
| Medium | Yes | C3 | 14546.2 | Com | 14.1 | No | 18.5 | 13.2 | No |
| Medium | Yes | C5 | 7401.7 | Com | 14.1 | No | 16.3 | 17.8 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C2 | 881.0 | Com | 14.1 | No | 17.2 | 19.7 | No |
| Medium | Yes | B5 | 1152.8 | Com | 14.1 | No | 18.1 | 14.1 | No |
| Medium | Yes | C2 | 6165.2 | Com | 14.0 | No | 11.6 | 15.9 | No |
| Medium | Yes | B9 | 6706.5 | Com | 14.0 | No | 19.1 | 14.9 | No |
| Medium | Yes | F3 | 828.9 | Res | 14.0 | No | 19.8 | 9.5 | No |
| Medium | Yes | A10 | 10880.4 | Com | 13.9 | No | 6.2 | 8.0 | No |
| Medium | Yes | A2 | 190.6 | Com | 13.9 | No | 17.1 | 20.5 | No |
| Medium | Yes | A6 | 5706.2 | Com | 13.9 | No | 7.6 | 9.4 | No |
| Medium | Yes | C9 | 7501.8 | Com | 13.9 | No | 14.6 | 13.2 | No |
| Medium | Yes | B10 | 6936.3 | Res | 13.9 | No | 9.1 | 13.2 | No |
| Medium | Yes | A10 | 6141.1 | Com | 13.8 | No | 7.1 | 6.9 | No |
| Medium | Yes | C4 | 1533.8 | Com | 13.7 | No | 13.7 | 16.3 | No |
| Medium | Yes | A1 | 3088.5 | Com | 13.7 | No | 20.3 | 17.0 | No |
| Medium | Yes | B5 | 20766.1 | Com | 13.7 | No | 9.1 | 9.1 | No |
| Medium | Yes | B9 | 5726.5 | Com | 13.7 | No | 17.2 | 11.7 | No |
| Medium | Yes | D7 | 3903.2 | Res | 13.7 | No | 14.3 | 15.9 | No |
| Medium | Yes | C4 | 1424.1 | Res | 13.7 | No | 18.5 | 15.7 | No |
| Medium | Yes | D4 | 1957.0 | Res | 13.6 | No | 14.1 | 12.9 | No |
| Medium | Yes | A9 | 36623.1 | Com | 13.5 | No | 21.4 | 26.0 | No |
| Medium | Yes | D4 | 5723.8 | Com | 13.5 | No | 6.5 | 2.5 | No |
| Medium | Yes | C2 | 4661.4 | Com | 13.5 | No | 6.5 | 8.2 | No |
| Medium | Yes | C2 | 1783.9 | Com | 13.5 | No | 12.9 | 28.9 | No |
| Medium | Yes | C1 | 7344.7 | Com | 13.5 | No | 9.2 | 7.9 | No |
| Medium | Yes | C2 | 765.0 | Com | 13.4 | No | 18.1 | 18.3 | No |
| Medium | Yes | A1 | 169.1 | Res | 13.4 | No | 22.9 | 6.9 | No |
| Medium | Yes | D7 | 3931.5 | Res | 13.4 | No | 10.0 | 11.2 | No |
| Medium | Yes | A10 | 4971.3 | Com | 13.3 | No | 8.7 | 5.1 | No |
| Medium | Yes | C2 | 808.1 | Com | 13.3 | No | 23.6 | 21.0 | No |
| Medium | Yes | A3 | 690.4 | Com | 13.3 | No | 13.4 | 17.8 | No |
| Medium | Yes | E1 | 3699.5 | Com | 13.3 | No | 17.5 | 16.9 | No |
| Medium | Yes | C5 | 2428.1 | Res | 13.3 | No | 21.5 | 21.3 | No |
| Medium | Yes | C5 | 8112.2 | Com | 13.2 | No | 4.2 | 4.8 | No |
| Medium | Yes | C5 | 8332.0 | Com | 13.2 | No | 21.1 | 19.9 | No |
| Medium | Yes | B9 | 5258.6 | Com | 13.2 | No | 8.4 | 6.7 | No |
| Medium | Yes | A9 | 33865.4 | Com | 13.1 | No | 14.5 | 17.8 | No |
| Medium | Yes | A10 | 9207.7 | Com | 13.1 | No | 10.5 | 12.1 | No |
| Medium | Yes | C2 | 608.0 | Com | 13.1 | No | 21.6 | 25.6 | No |
| Medium | Yes | C4 | 3039.2 | Com | 13.1 | No | 16.2 | 16.4 | No |
| Medium | Yes | A1 | 3042.0 | Com | 13.1 | No | 19.2 | 13.0 | No |
| Medium | Yes | B7 | 3200.6 | Com | 13.1 | No | 16.2 | 23.6 | No |
| Medium | Yes | E1 | 4260.0 | Com | 13.0 | No | 5.9 | 8.8 | No |
| Medium | Yes | B5 | 12944.4 | Res | 13.0 | No | 90.0 | 9.2 | No |
| Medium | Yes | E1 | 1661.1 | Res | 13.0 | No | 20.3 | 20.7 | No |
| Medium | Yes | A9 | 36772.3 | Com | 12.9 | No | 7.3 | 7.3 | No |
| Medium | Yes | C3 | 15173.2 | Com | 12.9 | No | 19.0 | 2.4 | No |
| Medium | Yes | D4 | 5674.4 | Com | 12.9 | No | 5.7 | 5.1 | No |
| Medium | Yes | C5 | 8297.1 | Com | 12.9 | No | 12.6 | 21.2 | No |
| Medium | Yes | B5 | 30551.1 | Com | 12.9 | No | 18.8 | 4.7 | No |
| Medium | Yes | B5 | 30906.5 | Com | 12.9 | No | 15.6 | 6.0 | No |
| Medium | Yes | B7 | 1648.3 | Res | 12.9 | No | 17.0 | 21.1 | No |
| Medium | Yes | E1 | 485.8 | Com | 12.8 | No | 9.7 | 7.7 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | D4 | 2216.6 | Com | 12.8 | No | 14.8 | 15.5 | No |
| Medium | Yes | C5 | 10525.8 | Com | 12.8 | No | 7.9 | 4.6 | No |
| Medium | Yes | C2 | 6210.8 | Com | 12.8 | No | 11.8 | 11.0 | No |
| Medium | Yes | C2 | 1144.4 | Com | 12.8 | No | 27.3 | 12.8 | No |
| Medium | Yes | B5 | 1937.1 | Com | 12.8 | No | 11.0 | 10.3 | No |
| Medium | Yes | B5 | 12449.2 | Com | 12.8 | No | 22.9 | 16.2 | No |
| Medium | Yes | B5 | 13383.7 | Com | 12.8 | No | 16.4 | 19.9 | No |
| Medium | Yes | B9 | 5590.1 | Com | 12.8 | No | 6.8 | 5.6 | No |
| Medium | Yes | A9 | 34523.6 | Com | 12.8 | No | 21.3 | 20.6 | No |
| Medium | Yes | C3 | 21336.0 | Com | 12.8 | No | 13.6 | 17.2 | No |
| Medium | Yes | E1 | 3964.6 | Com | 12.7 | No | 8.5 | 14.6 | No |
| Medium | Yes | C3 | 14772.4 | Com | 12.7 | No | 17.2 | 18.6 | No |
| Medium | Yes | C3 | 18242.7 | Com | 12.7 | No | 24.7 | 2.8 | No |
| Medium | Yes | D1 | 481.6 | Com | 12.7 | No | 11.7 | 15.9 | No |
| Medium | Yes | C6 | 1172.9 | Com | 12.7 | No | 17.2 | 13.9 | No |
| Medium | Yes | C6 | 1137.4 | Com | 12.7 | No | 15.7 | 10.7 | No |
| Medium | Yes | C5 | 3675.5 | Com | 12.7 | No | 18.5 | 25.2 | No |
| Medium | Yes | C5 | 2373.0 | Com | 12.7 | No | 24.7 | 18.6 | No |
| Medium | Yes | E6 | 274.3 | Com | 12.7 | No | 14.7 | 11.5 | No |
| Medium | Yes | A10 | 491.7 | Com | 12.7 | No | 15.9 | 7.8 | No |
| Medium | Yes | E1 | 1165.6 | Res | 12.7 | No | 18.7 | 13.5 | No |
| Medium | Yes | E1 | 1381.9 | Res | 12.7 | No | 13.1 | 17.2 | No |
| Medium | Yes | C5 | 7229.5 | Com | 12.6 | No | 12.9 | 11.2 | No |
| Medium | Yes | C5 | 3599.2 | Com | 12.6 | No | 19.9 | 15.3 | No |
| Medium | Yes | B9 | 5153.1 | Com | 12.6 | No | 8.6 | 6.7 | No |
| Medium | Yes | C5 | 3179.1 | Res | 12.6 | No | 18.7 | 18.0 | No |
| Medium | Yes | F3 | 735.8 | Res | 12.6 | No | 15.3 | 11.4 | No |
| Medium | Yes | E1 | 1159.5 | Res | 12.6 | No | 10.0 | 12.2 | No |
| Medium | Yes | D7 | 4284.1 |  | 12.6 | No | 14.6 | 14.0 | No |
| Medium | Yes | D4 | 4725.2 | Com | 12.5 | No | 6.1 | 7.5 | No |
| Medium | Yes | D4 | 4748.6 | Com | 12.5 | No | 5.7 | 5.4 | No |
| Medium | Yes | C5 | 2923.6 | Com | 12.5 | No | 23.2 | 19.1 | No |
| Medium | Yes | B1 | 8971.6 | Com | 12.5 | No | 11.9 | 16.4 | No |
| Medium | Yes | B6 | 1676.1 | Com | 12.5 | No | 10.6 | 15.3 | No |
| Medium | Yes | B9 | 4920.5 | Com | 12.5 | No | 7.3 | 3.9 | No |
| Medium | Yes | D4 | 2325.9 | Com | 12.4 | No | 12.3 | 9.6 | No |
| Medium | Yes | C2 | 1914.4 | Com | 12.4 | No | 23.5 | 25.3 | No |
| Medium | Yes | C2 | 1117.4 | Com | 12.4 | No | 26.4 | 25.0 | No |
| Medium | Yes | E1 | 7812.9 | Com | 12.4 | No | 10.3 | 12.4 | No |
| Medium | Yes | F4 | 1010.4 | Res | 12.4 | No | 14.3 | 20.4 | No |
| Medium | Yes | C1 | 6508.2 | Res | 12.4 | No | 5.3 | 10.3 | No |
| Medium | Yes | E1 | 3252.8 | Res | 12.4 | No | 15.3 | 13.9 | No |
| Medium | Yes | C7 | 3556.9 | Com | 12.3 | No | 11.4 | 15.3 | No |
| Medium | Yes | C4 | 2536.2 | Com | 12.3 | No | 15.8 | 21.5 | No |
| Medium | Yes | C4 | 2040.3 | Com | 12.3 | No | 17.6 | 30.1 | No |
| Medium | Yes | A1 | 5259.4 | Com | 12.3 | No | 18.0 | 21.7 | No |
| Medium | Yes | C1 | 7862.5 | Com | 12.3 | No | 11.6 | 10.1 | No |
| Medium | Yes | B1 | 8986.4 | Com | 12.3 | No | 17.3 | 20.0 | No |
| Medium | Yes | B6 | 630.1 | Com | 12.3 | No | 7.7 | 10.8 | No |
| Medium | Yes | F2 | 6794.0 | Com | 12.3 | No | 7.4 | 8.4 | No |
| Medium | Yes | A9 | 33884.4 | Com | 12.3 | No | 17.0 | 16.8 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | E1 | 3485.0 | Res | 12.3 | No | 16.1 | 18.8 | No |
| Medium | Yes | A10 | 4256.7 | Com | 12.2 | No | 8.6 | 4.8 | No |
| Medium | Yes | C6 | 1417.4 | Com | 12.2 | No | 14.3 | 15.5 | No |
| Medium | Yes | C5 | 8196.7 | Com | 12.2 | No | 16.0 | 19.5 | No |
| Medium | Yes | C5 | 2260.0 | Com | 12.2 | No | 13.5 | 20.1 | No |
| Medium | Yes | C4 | 1751.5 | Com | 12.2 | No | 26.9 | 17.6 | No |
| Medium | Yes | A6 | 1238.4 | Com | 12.2 | No | 13.3 | 9.6 | No |
| Medium | Yes | B9 | 5121.6 | Com | 12.2 | No | 7.3 | 8.0 | No |
| Medium | Yes | C3 | 16699.6 | Com | 12.2 | Yes | 5.5 | 4.8 | No |
| Medium | Yes | B2 | 15454.0 | Res | 12.2 | No | 6.5 | 8.3 | No |
| Medium | Yes | A9 | 32872.6 | Res | 12.2 | No | 14.7 | 14.5 | No |
| Medium | Yes | D1 | 466.2 | Com | 12.1 | No | 21.7 | 21.8 | No |
| Medium | Yes | C5 | 7357.4 | Com | 12.1 | No | 16.7 | 16.0 | No |
| Medium | Yes | A4 | 1115.0 | Com | 12.1 | No | 19.8 | 6.5 | No |
| Medium | Yes | B8 | 192.5 | Com | 12.1 | No | 19.0 | 30.8 | No |
| Medium | Yes | E9 | 0.0 | Com | 12.1 | No | 0.8 | 13.4 | No |
| Medium | Yes | C3 | 18115.8 | Com | 12.1 | No | 13.0 | 29.9 | No |
| Medium | Yes | A10 | 4119.0 | Res | 12.1 | No | 16.4 | 15.2 | No |
| Medium | Yes | C5 | 1495.5 | Com | 12.0 | No | 8.5 | 5.9 | No |
| Medium | Yes | A3 | 796.1 | Com | 12.0 | No | 20.9 | 23.2 | No |
| Medium | Yes | D5 | 948.5 | Com | 12.0 | No | 4.9 | 8.4 | No |
| Medium | Yes | F4 | 787.8 | Res | 12.0 | No | 11.9 | 15.4 | No |
| Medium | Yes | E1 | 3493.5 | Res | 12.0 |  | 12.7 | 14.5 | No |
| Medium | Yes | E1 | 3934.9 | Com | 11.9 | No | 10.2 | 13.8 | No |
| Medium | Yes | A1 | 3350.7 | Com | 11.9 | No | 9.4 | 6.4 | No |
| Medium | Yes | B9 | 5044.3 | Com | 11.9 | No | 5.3 | 5.5 | No |
| Medium | Yes | F3 | 780.8 | Res | 11.9 | No | 17.8 | 11.5 | No |
| Medium | Yes | C5 | 3578.6 | Com | 11.8 | No | 16.6 | 23.4 | No |
| Medium | Yes | C5 | 2864.6 | Com | 11.8 | No | 15.3 | 13.6 | No |
| Medium | Yes | C5 | 3651.1 | Com | 11.8 | No | 26.2 | 15.0 | No |
| Medium | Yes | C2 | 1225.7 | Com | 11.8 | No | 21.6 | 23.5 | No |
| Medium | Yes | C4 | 3302.7 | Com | 11.8 | No | 6.8 | 5.8 | No |
| Medium | Yes | A1 | 4528.4 | Com | 11.8 | No | 19.5 | 17.3 | No |
| Medium | Yes | B6 | 83.2 | Com | 11.8 | No | 6.3 | 6.5 | No |
| Medium | Yes | E1 | 5020.8 | Com | 11.8 | No | 6.6 | 3.2 | No |
| Medium | Yes | C3 | 8921.6 | Com | 11.8 | No | 16.1 | 10.1 | No |
| Medium | Yes | F4 | 1339.2 | Res | 11.8 | No | 8.4 | 9.0 | No |
| Medium | Yes | C5 | 2151.2 | Res | 11.8 | No | 23.5 | 17.6 | No |
| Medium | Yes | B10 | 5521.9 | Res | 11.8 | No | 17.7 | 35.9 | No |
| Medium | Yes | C5 | 1751.5 |  | 11.8 | No | 34.7 | 16.3 | No |
| Medium | Yes | E1 | 7383.3 | Com | 11.7 | No | 10.1 | 12.8 | No |
| Medium | Yes | C3 | 14584.2 | Com | 11.7 | No | 14.9 | 17.8 | No |
| Medium | Yes | C3 | 16339.3 | Com | 11.7 | No | 16.9 | 13.6 | No |
| Medium | Yes | D4 | 5291.9 | Com | 11.7 | No | 17.0 | 12.8 | No |
| Medium | Yes | C6 | 1256.0 | Com | 11.7 | No | 16.1 | 15.2 | No |
| Medium | Yes | C6 | 1525.6 | Com | 11.7 | No | 19.0 | 17.0 | No |
| Medium | Yes | B5 | 19832.5 | Com | 11.7 | No | 14.6 | 9.6 | No |
| Medium | Yes | B9 | 5647.7 | Com | 11.7 | No | 12.8 | 11.6 | No |
| Medium | Yes | A9 | 35030.8 | Com | 11.7 | No | 20.4 | 24.8 | No |
| Medium | Yes | A9 | 33041.4 | Com | 11.7 | No | 12.8 | 12.8 | No |
| Medium | Yes | C9 | 7842.8 | Com | 11.7 | No | 3.9 | 7.7 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | E1 | 1458.2 | Res | 11.7 | No | 6.2 | 1.7 | No |
| Medium | Yes | C2 | 6196.7 | Res | 11.7 | No | 17.0 | 12.3 | No |
| Medium | Yes | C1 | 4708.4 | Res | 11.7 | No | 7.0 | 6.3 | No |
| Medium | Yes | B7 | 3813.4 | Res | 11.7 | No | 20.5 | 14.3 | No |
| Medium | Yes | D7 | 4104.1 |  | 11.7 | No | 13.0 | 14.9 | No |
| Medium | Yes | E1 | 4001.6 | Com | 11.6 | No | 11.3 | 18.7 | No |
| Medium | Yes | D7 | 514.8 | Com | 11.6 | No | 22.4 | 22.3 | No |
| Medium | Yes | C6 | 1475.4 | Com | 11.6 | No | 17.4 | 16.9 | No |
| Medium | Yes | C6 | 292.0 | Com | 11.6 | No | 14.3 | 10.1 | No |
| Medium | Yes | C2 | 4414.5 | Com | 11.6 | No | 19.3 | 17.0 | No |
| Medium | Yes | B5 | 19368.5 | Com | 11.6 | No | 11.1 | 11.5 | No |
| Medium | Yes | B7 | 1300.4 | Com | 11.6 | No | 14.2 | 16.9 | No |
| Medium | Yes | B9 | 6205.0 | Com | 11.6 | No | 16.6 | 12.8 | No |
| Medium | Yes | C3 | 22302.7 | Com | 11.6 | No | 7.3 | 15.0 | No |
| Medium | Yes | E1 | 3535.1 | Res | 11.6 | No | 9.6 | 12.9 | No |
| Medium | Yes | D6 | 2068.7 | Res | 11.6 | No | 11.1 | 11.4 | No |
| Medium | Yes | E1 | 4183.1 | Com | 11.5 | No | 3.9 | 7.7 | No |
| Medium | Yes | A10 | 3674.8 | Com | 11.5 | No | 19.9 | 17.4 | No |
| Medium | Yes | B5 | 12423.6 | Com | 11.5 | No | 10.7 | 90.0 | No |
| Medium | Yes | B10 | 1479.1 | Com | 11.5 | No | 16.6 | 17.1 | No |
| Medium | Yes | B10 | 1679.7 | Com | 11.5 | No | 19.0 | 20.9 | No |
| Medium | Yes | E1 | 5050.5 | Com | 11.5 | No | 6.7 | 5.1 | No |
| Medium | Yes | C9 | 2519.1 | Res | 11.5 | No | 8.0 | 4.3 | No |
| Medium | Yes | A1 | 5954.2 | Res | 11.5 | No | 13.0 | 20.4 | No |
| Medium | Yes | D6 | 2380.5 | Com | 11.4 | No | 9.5 | 13.6 | No |
| Medium | Yes | A10 | 10749.3 | Com | 11.4 | No | 19.3 | 13.9 | No |
| Medium | Yes | C5 | 7745.9 | Com | 11.4 | No | 18.1 | 11.8 | No |
| Medium | Yes | C5 | 2892.8 | Com | 11.4 | No | 16.6 | 20.1 | No |
| Medium | Yes | C2 | 4736.5 | Com | 11.4 | No | 10.9 | 13.3 | No |
| Medium | Yes | C4 | 2580.8 | Com | 11.4 | No | 15.4 | 17.5 | No |
| Medium | Yes | C4 | 1691.5 | Com | 11.4 | No | 16.1 | 19.7 | No |
| Medium | Yes | E6 | 569.9 | Com | 11.4 | No | 14.9 | 16.4 | No |
| Medium | Yes | B5 | 13372.0 | Com | 11.4 | No | 17.3 | 17.6 | No |
| Medium | Yes | C1 | 7622.1 | Com | 11.4 | No | 15.0 | 20.8 | No |
| Medium | Yes | B1 | 10200.3 | Com | 11.4 | No | 23.2 | 14.4 | No |
| Medium | Yes | C3 | 21559.1 | Com | 11.4 | No | 15.2 | 16.4 | No |
| Medium | Yes | D6 | 5302.4 | Com | 11.4 | No | 22.2 | 8.3 | No |
| Medium | Yes | C7 | 2590.1 | Res | 11.4 | No | 23.5 | 23.1 | No |
| Medium | Yes | A1 | 5745.5 | Res | 11.4 | No | 14.8 | 9.9 | No |
| Medium | Yes | C1 | 6749.1 | Res | 11.4 | No | 8.1 | 7.2 | No |
| Medium | Yes | E1 | 9361.4 | Res | 11.4 | No | 21.3 | 17.9 | No |
| Medium | Yes | E1 | 3432.4 | Res | 11.4 | No | 14.5 | 10.2 | No |
| Medium | Yes | C5 | 1697.8 |  | 11.4 | No | 9.0 | 14.8 | No |
| Medium | Yes | C5 | 6755.3 | Com | 11.3 | Yes | 12.5 | 15.4 | No |
| Medium | Yes | D3 | 383.4 | Com | 11.3 | No | 9999.0 | 19.5 | No |
| Medium | Yes | C4 | 1957.0 | Com | 11.3 | No | 14.9 | 9.5 | No |
| Medium | Yes | C4 | 4987.2 | Com | 11.3 | No | 8.9 | 4.3 | No |
| Medium | Yes | A6 | 1122.9 | Com | 11.3 | No | 12.8 | 1.9 | No |
| Medium | Yes | B5 | 28526.1 | Com | 11.3 | No | 18.3 | 14.6 | No |
| Medium | Yes | B7 | 2531.8 | Com | 11.3 | No | 13.9 | 14.6 | No |
| Medium | Yes | B1 | 8420.6 | Com | 11.3 | No | 6.6 | 6.4 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B5 | 359.9 | Com | 11.3 | Yes | 8.5 | 21.4 | No |
| Medium | Yes | A9 | 33837.4 | Com | 11.3 | No | 24.9 | 17.0 | No |
| Medium | Yes | C3 | 16646.6 | Com | 11.3 | Yes | 6.8 | 4.8 | No |
| Medium | Yes | C9 | 4624.5 | Com | 11.3 | No | 7.8 | 6.9 | No |
| Medium | Yes | D7 | 2736.7 | Com | 11.2 | No | 23.0 | 21.5 | No |
| Medium | Yes | D4 | 5339.3 | Com | 11.2 | No | 21.1 | 12.8 | No |
| Medium | Yes | D1 | 1760.1 | Com | 11.2 | No | 21.3 | 6.4 | No |
| Medium | Yes | A10 | 4572.8 | Com | 11.2 | No | 17.8 | 11.0 | No |
| Medium | Yes | C4 | 4500.3 | Com | 11.2 | No | 14.9 | 22.8 | No |
| Medium | Yes | A1 | 2854.1 | Com | 11.2 | No | 16.9 | 1.9 | No |
| Medium | Yes | B5 | 26688.6 | Com | 11.2 | No | 12.3 | 11.7 | No |
| Medium | Yes | B5 | 12505.4 | Com | 11.2 | No | 90.0 | 12.6 | No |
| Medium | Yes | B10 | 6875.7 | Com | 11.2 | No | 11.9 | 23.4 | No |
| Medium | Yes | B8 | 1933.2 | Com | 11.2 | No | 10.0 | 9.9 | No |
| Medium | Yes | B9 | 7546.8 | Com | 11.2 | No | 4.7 | 12.0 | No |
| Medium | Yes | C3 | 20810.9 | Com | 11.2 | No | 10.8 | 17.0 | No |
| Medium | Yes | C7 | 3246.9 | Res | 11.2 | No | 14.6 | 17.4 | No |
| Medium | Yes | C5 | 2134.6 | Res | 11.2 | No | 20.5 | 16.2 | No |
| Medium | Yes | C2 | 6098.7 | Res | 11.2 | No | 15.0 | 9.0 | No |
| Medium | Yes | C2 | 1871.5 | Res | 11.2 | No | 23.2 | 25.2 | No |
| Medium | Yes | C2 | 5943.2 |  | 11.2 | Yes | 10.5 | 12.5 | No |
| Medium | Yes | C5 | 3795.7 | Com | 11.1 | No | 14.0 | 18.7 | No |
| Medium | Yes | C4 | 2618.3 | Com | 11.1 | No | 18.8 | 27.4 | No |
| Medium | Yes | A1 | 4815.8 | Com | 11.1 | No | 16.0 | 14.6 | No |
| Medium | Yes | B8 | 33.1 | Com | 11.1 | No | 16.8 | 16.5 | No |
| Medium | Yes | B10 | 6105.3 | Com | 11.1 | No | 12.6 | 11.7 | No |
| Medium | Yes | B9 | 4967.9 | Com | 11.1 | No | 5.6 | 8.1 | No |
| Medium | Yes | A9 | 35089.2 | Com | 11.1 | No | 13.4 | 15.6 | No |
| Medium | Yes | A9 | 38368.8 | Com | 11.1 | No | 6.9 | 7.1 | No |
| Medium | Yes | C4 | 3400.5 | Res | 11.1 | No | 6.9 | 5.1 | No |
| Medium | Yes | A1 | 5226.0 | Res | 11.1 | No | 25.6 | 13.9 | No |
| Medium | Yes | A6 | 5015.0 | Res | 11.1 | No | 19.5 | 5.2 | No |
| Medium | Yes | B5 | 19429.5 | Res | 11.1 | No | 8.1 | 10.4 | No |
| Medium | Yes | B1 | 7774.8 | Res | 11.1 | No | 12.1 | 13.0 | No |
| Medium | Yes | F4 | 2604.8 | Res | 11.1 | Yes | 13.8 | 12.0 | No |
| Medium | Yes | A9 | 41344.5 | Com | 11.0 | No | 18.7 | 13.4 | No |
| Medium | Yes | A9 | 38547.4 | Com | 11.0 | No | 7.4 | 6.8 | No |
| Medium | Yes | D1 | 1941.8 | Com | 11.0 | No | 3.4 | 15.0 | No |
| Medium | Yes | C6 | 1379.6 | Com | 11.0 | No | 14.3 | 18.9 | No |
| Medium | Yes | C5 | 7022.1 | Com | 11.0 | No | 21.6 | 12.3 | No |
| Medium | Yes | C2 | 4674.4 | Com | 11.0 | No | 15.8 | 19.1 | No |
| Medium | Yes | A4 | 4009.5 | Com | 11.0 | No | 9.2 | 8.6 | No |
| Medium | Yes | C1 | 7408.4 | Com | 11.0 | No | 6.9 | 5.8 | No |
| Medium | Yes | B1 | 8405.5 | Com | 11.0 | No | 7.5 | 3.4 | No |
| Medium | Yes | B1 | 8677.4 | Com | 11.0 | No | 14.6 | 13.0 | No |
| Medium | Yes | B9 | 5462.4 | Com | 11.0 | No | 6.8 | 8.8 | No |
| Medium | Yes | E1 | 50.2 | Res | 11.0 | No | 14.0 | 19.2 | No |
| Medium | Yes | B10 | 7186.2 | Res | 11.0 | No | 16.1 | 11.4 | No |
| Medium | Yes | A10 | 1419.6 | Res | 11.0 | No | 9.5 | 9.1 | No |
| Medium | Yes | A9 | 38769.0 | Com | 10.9 | No | 6.7 | 5.3 | No |
| Medium | Yes | A4 | 1606.4 | Com | 10.9 | No | 12.2 | 17.8 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B8 | 3086.3 | Com | 10.9 | No | 9.1 | 7.5 | No |
| Medium | Yes | B1 | 8748.5 | Com | 10.9 | No | 19.3 | 21.0 | No |
| Medium | Yes | B9 | 7542.5 | Com | 10.9 | No | 8.9 | 4.9 | No |
| Medium | Yes | D9 | 289.9 | Com | 10.9 | No | 24.3 | 13.5 | No |
| Medium | Yes | C3 | 8086.2 | Com | 10.9 | No | 20.6 | 15.8 | No |
| Medium | Yes | F2 | 13288.3 | Com | 10.8 | No | 13.4 | 15.7 | No |
| Medium | Yes | A9 | 42123.7 | Com | 10.8 | No | 7.6 | 8.7 | No |
| Medium | Yes | A9 | 40830.8 | Com | 10.8 | No | 16.0 | 15.2 | No |
| Medium | Yes | E4 | 1170.8 | Com | 10.8 | No | 12.9 | 9.9 | No |
| Medium | Yes | E1 | 4388.8 | Com | 10.8 | No | 6.1 | 7.9 | No |
| Medium | Yes | D6 | 2488.9 | Com | 10.8 | No | 14.5 | 16.0 | No |
| Medium | Yes | C3 | 6355.3 | Com | 10.8 | No | 16.5 | 22.3 | No |
| Medium | Yes | A10 | 8961.9 | Com | 10.8 | No | 13.6 | 4.1 | No |
| Medium | Yes | C4 | 2103.1 | Com | 10.8 | No | 28.1 | 26.3 | No |
| Medium | Yes | A1 | 3496.1 | Com | 10.8 | No | 21.2 | 18.7 | No |
| Medium | Yes | E9 | 15.7 | Com | 10.8 | Yes | 1.1 | 12.9 | No |
| Medium | Yes | A9 | 37460.3 | Com | 10.8 | No | 5.9 | 6.0 | No |
| Medium | Yes | C3 | 10871.2 | Com | 10.8 | No | 30.7 | 22.8 | No |
| Medium | Yes | C3 | 8612.3 | Com | 10.8 | No | 16.0 | 12.0 | No |
| Medium | Yes | F2 | 1009.9 | Res | 10.8 | No | 8.5 | 6.4 | No |
| Medium | Yes | E1 | 3217.3 | Res | 10.8 | No | 16.9 | 10.0 | No |
| Medium | Yes | C3 | 16527.6 | Com | 10.7 | No | 19.4 | 19.7 | No |
| Medium | Yes | D4 | 1468.8 | Com | 10.7 | No | 20.3 | 12.8 | No |
| Medium | Yes | C9 | 5535.8 | Com | 10.7 | No | 7.8 | 5.9 | No |
| Medium | Yes | C6 | 1314.0 | Com | 10.7 | No | 17.3 | 14.1 | No |
| Medium | Yes | C2 | 6093.1 | Com | 10.7 | No | 12.7 | 13.2 | No |
| Medium | Yes | E6 | 712.4 | Com | 10.7 | No | 14.5 | 7.2 | No |
| Medium | Yes | A2 | 530.5 | Com | 10.7 | No | 12.6 | 17.6 | No |
| Medium | Yes | A4 | 4436.3 | Com | 10.7 | No | 18.5 | 14.9 | No |
| Medium | Yes | A4 | 4659.9 | Com | 10.7 | No | 17.7 | 24.9 | No |
| Medium | Yes | A6 | 5226.6 | Com | 10.7 | No | 11.7 | 5.8 | No |
| Medium | Yes | B8 | 10842.7 | Com | 10.7 | No | 6.8 | 6.0 | No |
| Medium | Yes | B8 | 2596.6 | Com | 10.7 | No | 6.6 | 12.1 | No |
| Medium | Yes | A9 | 32786.1 | Com | 10.7 | No | 19.7 | 12.7 | No |
| Medium | Yes | A9 | 39147.2 | Com | 10.7 | No | 6.0 | 7.1 | No |
| Medium | Yes | A9 | 38710.9 | Com | 10.7 | No | 4.4 | 6.5 | No |
| Medium | Yes | C3 | 10818.5 | Com | 10.7 | No | 23.0 | 13.3 | No |
| Medium | Yes | D4 | 2183.1 | Res | 10.7 | No | 17.0 | 6.0 | No |
| Medium | Yes | A1 | 5678.5 | Res | 10.7 | No | 13.2 | 23.2 | No |
| Medium | Yes | A6 | 5066.3 | Res | 10.7 | No | 12.2 | 21.3 | No |
| Medium | Yes | E1 | 4274.9 | Res | 10.7 | No | 6.5 | 5.3 | No |
| Medium | Yes | C9 | 5702.6 | Com | 10.6 | No | 13.7 | 12.8 | No |
| Medium | Yes | C3 | 8632.3 | Com | 10.6 | No | 20.3 | 16.5 | No |
| Medium | Yes | A10 | 9231.2 | Com | 10.6 | No | 15.8 | 10.0 | No |
| Medium | Yes | A10 | 3256.3 | Com | 10.6 | No | 5.7 | 8.0 | No |
| Medium | Yes | C6 | 1583.6 | Com | 10.6 | No | 11.3 | 6.8 | No |
| Medium | Yes | C6 | 734.7 | Com | 10.6 | No | 19.7 | 12.4 | No |
| Medium | Yes | C5 | 2834.0 | Com | 10.6 | No | 15.1 | 11.0 | No |
| Medium | Yes | C2 | 5992.5 | Com | 10.6 | No | 11.9 | 16.5 | No |
| Medium | Yes | C2 | 716.0 | Com | 10.6 | No | 19.2 | 24.7 | No |
| Medium | Yes | A4 | 1772.6 | Com | 10.6 | No | 12.5 | 14.4 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B9 | 4735.8 | Com | 10.6 | No | 8.6 | 5.3 | No |
| Medium | Yes | B9 | 4886.3 | Com | 10.6 | No | 8.2 | 7.0 | No |
| Medium | Yes | B1 | 13472.4 | Res | 10.6 | No | 8.6 | 5.0 | No |
| Medium | Yes | C6 | 488.2 | Res | 10.6 | No | 20.7 | 13.9 | No |
| Medium | Yes | C6 | 595.3 | Res | 10.6 | No | 13.9 | 13.7 | No |
| Medium | Yes | F2 | 13589.1 | Com | 10.5 | No | 13.6 | 15.5 | No |
| Medium | Yes | A9 | 39481.8 | Com | 10.5 | No | 7.1 | 7.0 | No |
| Medium | Yes | E4 | 5657.6 | Com | 10.5 | No | 17.2 | 14.0 | No |
| Medium | Yes | A10 | 6841.0 | Com | 10.5 | No | 6.9 | 10.3 | No |
| Medium | Yes | C5 | 7885.4 | Com | 10.5 | No | 5.4 | 9.7 | No |
| Medium | Yes | E6 | 753.9 | Com | 10.5 | No | 13.2 | 15.2 | No |
| Medium | Yes | A2 | 682.0 | Com | 10.5 | No | 19.5 | 9.1 | No |
| Medium | Yes | B9 | 4958.5 | Com | 10.5 | No | 5.8 | 5.5 | No |
| Medium | Yes | C9 | 4784.0 | Com | 10.5 | No | 7.6 | 7.0 | No |
| Medium | Yes | C9 | 4339.4 | Com | 10.5 | No | 7.4 | 6.0 | No |
| Medium | Yes | C3 | 10812.9 | Com | 10.5 | No | 13.2 | 14.0 | No |
| Medium | Yes | C3 | 6741.6 | Com | 10.5 | No | 15.2 | 11.6 | No |
| Medium | Yes | D4 | 2760.4 | Res | 10.5 |  | 12.4 | 10.7 | No |
| Medium | Yes | C5 | 1717.0 |  | 10.5 | No | 22.7 | 15.8 | No |
| Medium | Yes | A9 | 33930.9 | Com | 10.4 | No | 14.5 | 10.5 | No |
| Medium | Yes | E1 | 7879.1 | Com | 10.4 | No | 8.5 | 13.9 | No |
| Medium | Yes | E1 | 7956.8 | Com | 10.4 | No | 11.4 | 12.1 | No |
| Medium | Yes | C3 | 11257.8 | Com | 10.4 | No | 11.3 | 15.7 | No |
| Medium | Yes | C3 | 8703.1 | Com | 10.4 | No | 26.8 | 21.6 | No |
| Medium | Yes | C6 | 1374.7 | Com | 10.4 | No | 6.7 | 9.3 | No |
| Medium | Yes | A1 | 5326.9 | Com | 10.4 | No | 15.9 | 16.4 | No |
| Medium | Yes | A2 | 247.9 | Com | 10.4 | No | 15.2 | 23.3 | No |
| Medium | Yes | A2 | 734.9 | Com | 10.4 | No | 16.4 | 18.9 | No |
| Medium | Yes | B5 | 19413.5 | Com | 10.4 | No | 12.2 | 7.7 | No |
| Medium | Yes | B10 | 6143.3 | Com | 10.4 | No | 7.9 | 10.5 | No |
| Medium | Yes | A10 | 431.0 | Com | 10.4 | No | 9.7 | 9.7 | No |
| Medium | Yes | B7 | 3502.4 | Com | 10.4 | No | 15.4 | 12.0 | No |
| Medium | Yes | B1 | 8893.0 | Com | 10.4 | No | 12.5 | 10.1 | No |
| Medium | Yes | B6 | 1346.9 | Com | 10.4 | No | 11.6 | 14.0 | No |
| Medium | Yes | B9 | 5030.7 | Com | 10.4 | No | 6.8 | 6.5 | No |
| Medium | Yes | A10 | 6254.8 | Res | 10.4 | No | 9.5 | 11.5 | No |
| Medium | Yes | B2 | 15198.3 | Res | 10.4 | No | 8.0 | 8.7 | No |
| Medium | Yes | C5 | 1383.7 | Res | 10.4 | No | 26.0 | 17.1 | No |
| Medium | Yes | A1 | 5659.3 | Res | 10.4 | No | 16.6 | 21.4 | No |
| Medium | Yes | B5 | 19591.8 | Res | 10.4 | No | 23.3 | 19.2 | No |
| Medium | Yes | C9 | 2675.7 |  | 10.4 | No | 8.2 | 4.5 | No |
| Medium | Yes | A9 | 38587.6 | Com | 10.3 | No | 9.1 | 6.3 | No |
| Medium | Yes | C7 | 3578.8 | Com | 10.3 | No | 17.2 | 10.4 | No |
| Medium | Yes | B1 | 12823.4 | Com | 10.3 | No | 7.3 | 10.2 | No |
| Medium | Yes | A10 | 9158.4 | Com | 10.3 | No | 18.4 | 13.3 | No |
| Medium | Yes | A10 | 3914.9 | Com | 10.3 | No | 21.8 | 14.8 | No |
| Medium | Yes | A10 | 3456.5 | Com | 10.3 | No | 10.7 | 13.7 | No |
| Medium | Yes | C5 | 2361.9 | Com | 10.3 | No | 7.4 | 6.5 | No |
| Medium | Yes | A2 | 1448.4 | Com | 10.3 | No | 9.3 | 4.0 | No |
| Medium | Yes | B5 | 10323.9 | Com | 10.3 | No | 14.8 | 7.6 | No |
| Medium | Yes | B8 | 2929.4 | Com | 10.3 | No | 9.0 | 8.1 | No |

$\left.\begin{array}{|c|c|c|c|c|c|c|c|c|c|}\hline \begin{array}{c}\text { Location } \\ \text { Priority }\end{array} & \begin{array}{c}\text { Severe? } \\ \text { (Y/N) }\end{array} & \text { Route } & \text { Postmile } & \begin{array}{c}\text { Driveway } \\ \text { Type }\end{array} & \begin{array}{c}\text { Driveway } \\ \text { X-Slope }\end{array} & \begin{array}{c}\text { Sufficient } \\ \text { Width }\end{array} & \text { Right Slope } & \text { Left Slope } & \text { Compliant } \\ \hline \text { Medium } & \text { Yes } & \text { B1 } & 8113.1 & \text { Com } & 10.3 & \text { No } & 8.8 & 7.1 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { B5 } & 425.1 & \text { Com } & 10.3 & \text { Yes } & 21.5 & 26.2 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { D6 } & 6897.2 & \text { Com } & 10.3 & \text { No } & 18.6 & 13.6 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { C3 } & 7985.2 & \text { Com } & 10.3 & \text { No } & 19.4 & 10.7 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { C3 } & 8436.0 & \text { Com } & 10.3 & \text { No } & 20.0 & 15.7 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { C5 } & 2906.9 & \text { Res } & 10.3 & & 21.0 & 10.1 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { C3 } & 14738.5 & \text { Com } & 10.2 & \text { No } & 15.0 & 16.6 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { C3 } & 17131.6 & \text { Com } & 10.2 & \text { No } & 22.5 & 17.4 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { D4 } & 5228.7 & \text { Com } & 10.2 & \text { No } & 14.0 & 16.4 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { C3 } & 11532.6 & \text { Com } & 10.2 & & 15.5 & 14.7 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { C3 } & 411.5 & \text { Com } & 10.2 & \text { No } & 28.0 & 20.9 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { B1 } & 12456.9 & \text { Com } & 10.2 & \text { No } & 2.7 & 11.8 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A10 } & 5899.6 & \text { Com } & 10.2 & \text { No } & 13.1 & 28.4 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { C4 } & 5804.7 & \text { Com } & 10.2 & \text { No } & 6.8 & 10.2 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A1 } & 3150.9 & \text { Com } & 10.2 & \text { No } & 10.9 & 6.9 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A1 } & 5460.4 & \text { Com } & 10.2 & \text { No } & 15.8 & 15.9 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A4 } & 4072.3 & \text { Com } & 10.2 & \text { No } & 24.8 & 23.3 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A6 } & 4760.4 & \text { Com } & 10.2 & \text { No } & 25.3 & 1.9 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { B5 } & 10375.9 & \text { Com } & 10.2 & \text { No } & 13.1 & 11.4 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { B8 } & 2974.0 & \text { Com } & 10.2 & \text { No } & 12.3 & 7.5 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { B6 } & 978.7 & \text { Com } & 10.2 & \text { No } & 11.9 & 16.2 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A9 } & 41702.5 & \text { Com } & 10.2 & \text { No } & 19.8 & 20.4 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { E1 } & 3415.4 & \text { Res } & 10.2 & \text { No } & 13.2 & 10.0 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { C2 } & 6249.0 & \text { Res } & 10.2 & \text { No } & 16.2 & 12.3 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A6 } & 1485.8 & \text { Res } & 10.2 & \text { No } & 14.7 & 22.2 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A8 } & 1454.0 & \text { } & 10.2 & \text { No } & 8.6 & 4.4 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A9 } & 39767.6 & \text { Com } & 10.1 & \text { No } & 6.3 & 3.6 & \text { No } \\ \hline \text { Medium } & \text { Yes } & \text { A9 } & 38692.9 & \text { Com } & 10.1 & \text { No } & 6.6 & 5.4 & \text { No } \\ \hline \text { Medium } & \text { Medium } & \text { Yes } & \text { C3 } & 10855.2 & \text { Com } & 10.1 & \text { No } & 21.8 & 29.6\end{array}\right]$ No

| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | F2 | 1245.4 | Com | 10.0 | No | 13.7 | 12.0 | No |
| Medium | No | A9 | 31641.7 | Com | 10.0 | No | 0.6 | 10.5 | No |
| Medium | No | C3 | 19691.1 | Com | 10.0 | No | 15.2 | 22.1 | No |
| Medium | No | C3 | 6566.2 | Com | 10.0 | No | 20.9 | 26.2 | No |
| Medium | No | F4 | 900.9 | Res | 10.0 | No | 15.0 | 13.3 | No |
| Medium | No | B1 | 12635.4 | Res | 10.0 | No | 7.0 | 4.6 | No |
| Medium | No | A6 | 797.2 | Res | 10.0 | No | 24.1 | 5.1 | No |
| Medium | No | B9 | 7835.7 | Res | 10.0 | No | 13.6 | 12.5 | No |
| Medium | No | F2 | 11116.4 | Res | 10.0 | No | 17.7 | 26.6 | No |
| Medium | No | D7 | 176.3 | Com | 9.9 | No | 6.2 | 5.0 | No |
| Medium | No | A10 | 10470.4 | Com | 9.9 | No | 7.7 | 14.5 | No |
| Medium | No | A10 | 6398.5 | Com | 9.9 | No | 9.2 | 5.9 | No |
| Medium | No | D2 | 157.4 | Com | 9.9 | No | 16.4 | 11.0 | No |
| Medium | No | C4 | 5901.3 | Com | 9.9 | No | 5.3 | 5.7 | No |
| Medium | No | C4 | 2679.8 | Com | 9.9 | No | 7.0 | 7.6 | No |
| Medium | No | A2 | 1432.5 | Com | 9.9 | No | 8.0 | 8.1 | No |
| Medium | No | B10 | 6903.8 | Com | 9.9 | No | 16.5 | 16.7 | No |
| Medium | No | B8 | 2800.5 | Com | 9.9 | No | 9.6 | 6.7 | No |
| Medium | No | B4 | 510.2 | Com | 9.9 | No | 25.9 | 25.7 | No |
| Medium | No | A9 | 41816.8 | Com | 9.8 | No | 6.3 | 7.5 | No |
| Medium | No | A9 | 38196.5 | Com | 9.8 | No | 7.1 | 6.5 | No |
| Medium | No | D7 | 319.6 | Com | 9.8 | Yes | 19.7 | 17.4 | No |
| Medium | No | D6 | 2163.5 | Com | 9.8 | No | 17.6 | 13.6 | No |
| Medium | No | A10 | 3833.1 | Com | 9.8 | No | 20.3 | 18.9 | No |
| Medium | No | C5 | 3661.3 | Com | 9.8 | No | 18.7 | 20.7 | No |
| Medium | No | C5 | 3507.7 | Com | 9.8 | No | 15.7 | 18.7 | No |
| Medium | No | C2 | 325.7 | Com | 9.8 | No | 10.0 | 2.3 | No |
| Medium | No | A2 | 1138.6 | Com | 9.8 | No | 20.9 | 15.0 | No |
| Medium | No | A4 | 4702.7 | Com | 9.8 | No | 8.5 | 5.4 | No |
| Medium | No | B5 | 12585.5 | Com | 9.8 | No | 22.7 | 19.7 | No |
| Medium | No | B1 | 8825.2 | Com | 9.8 | No | 13.1 | 9.8 | No |
| Medium | No | A9 | 42093.3 | Com | 9.8 | No | 21.5 | 21.1 | No |
| Medium | No | A9 | 38977.3 | Com | 9.8 | No | 4.8 | 6.8 | No |
| Medium | No | A9 | 38437.9 | Com | 9.8 | No | 6.0 | 7.0 | No |
| Medium | No | A9 | 37503.8 | Com | 9.8 | No | 6.0 | 7.0 | No |
| Medium | No | C3 | 6525.9 | Com | 9.8 | No | 17.6 | 18.4 | No |
| Medium | No | A10 | 8514.8 | Res | 9.8 | No | 4.4 | 9.5 | No |
| Medium | No | C3 | 16182.2 | Com | 9.7 | No | 11.7 | 12.5 | No |
| Medium | No | C3 | 9030.5 | Com | 9.7 | No | 22.2 | 29.2 | No |
| Medium | No | A10 | 8729.4 | Com | 9.7 | No | 12.2 | 11.6 | No |
| Medium | No | A10 | 8234.1 | Com | 9.7 | No | 10.9 | 14.2 | No |
| Medium | No | C5 | 3577.8 | Com | 9.7 | No | 18.3 | 18.7 | No |
| Medium | No | C2 | 4368.7 | Com | 9.7 | No | 22.1 | 17.3 | No |
| Medium | No | D6 | 5512.6 | Com | 9.7 | No | 18.0 | 12.0 | No |
| Medium | No | C9 | 7995.9 | Com | 9.7 | No | 4.8 | 7.9 | No |
| Medium | No | C9 | 7709.0 | Com | 9.7 | No | 7.1 | 12.2 | No |
| Medium | No | B10 | 6191.6 | Res | 9.7 | No | 14.2 | 10.9 | No |
| Medium | No | B5 | 537.7 | Com | 9.6 | No | 0.9 | 2.1 | No |
| Medium | No | E1 | 7115.1 | Com | 9.6 | No | 11.6 | 15.6 | No |
| Medium | No | D8 | 188.5 | Com | 9.6 | No | 19.4 | 17.0 | No |
| Medium | No | C3 | 17903.2 | Com | 9.6 | No | 22.8 | 4.7 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A10 | 9821.3 | Com | 9.6 | No | 16.0 | 7.6 | No |
| Medium | No | A1 | 4238.0 | Com | 9.6 | No | 13.1 | 4.0 | No |
| Medium | No | B8 | 2964.5 | Com | 9.6 | No | 10.0 | 6.9 | No |
| Medium | No | B9 | 5276.3 | Com | 9.6 | No | 10.1 | 8.1 | No |
| Medium | No | B9 | 5194.1 | Com | 9.6 | No | 7.3 | 10.3 | No |
| Medium | No | E3 | 1040.9 | Com | 9.6 | No | 8.2 | 14.2 | No |
| Medium | No | E1 | 3175.0 | Res | 9.6 | No | 13.9 | 15.6 | No |
| Medium | No | D4 | 4691.5 | Res | 9.6 | No | 10.7 | 12.3 | No |
| Medium | No | B2 | 15690.2 | Res | 9.6 | No | 7.8 | 8.0 | No |
| Medium | No | C4 | 3324.0 | Res | 9.6 | No | 12.2 | 14.6 | No |
| Medium | No | C1 | 7040.1 | Res | 9.6 | No | 11.3 | 22.4 | No |
| Medium | No | A9 | 40921.2 | Com | 9.5 | No | 13.7 | 6.9 | No |
| Medium | No | D7 | 2832.3 | Com | 9.5 | No | 14.1 | 15.7 | No |
| Medium | No | C4 | 3958.9 | Com | 9.5 | No | 19.5 | 16.9 | No |
| Medium | No | A1 | 4350.6 | Com | 9.5 | No | 9.1 | 12.0 | No |
| Medium | No | A2 | 213.2 | Com | 9.5 | No | 20.4 | 18.1 | No |
| Medium | No | A2 | 1101.3 | Com | 9.5 | No | 17.6 | 7.3 | No |
| Medium | No | A4 | 4458.5 | Com | 9.5 | No | 27.1 | 17.3 | No |
| Medium | No | A6 | 5073.1 | Com | 9.5 | No | 13.5 | 9.6 | No |
| Medium | No | B8 | 2500.1 | Com | 9.5 | No | 7.8 | 8.7 | No |
| Medium | No | C3 | 169.9 | Com | 9.5 | No | 10.1 | 7.4 | No |
| Medium | No | B1 | 10121.3 | Com | 9.5 | No | 9.9 | 11.4 | No |
| Medium | No | A9 | 45186.4 | Com | 9.5 | No | 15.8 | 12.4 | No |
| Medium | No | C6 | 1273.8 | Res | 9.5 | No | 7.2 | 19.0 | No |
| Medium | No | A2 | 1306.7 | Res | 9.5 | No | 7.3 | 5.3 | No |
| Medium | No | A9 | 34345.2 | Com | 9.4 | No | 15.8 | 17.0 | No |
| Medium | No | A10 | 8405.3 | Com | 9.4 | No | 11.8 | 3.7 | No |
| Medium | No | A10 | 3870.3 | Com | 9.4 | No | 5.3 | 6.3 | No |
| Medium | No | A10 | 5724.2 | Com | 9.4 | No | 7.6 | 10.6 | No |
| Medium | No | C2 | 2246.3 | Com | 9.4 | No | 15.2 | 13.5 | No |
| Medium | No | A1 | 3981.3 | Com | 9.4 | No | 3.9 | 9.0 | No |
| Medium | No | A2 | 572.6 | Com | 9.4 | No | 15.8 | 16.6 | No |
| Medium | No | B5 | 7789.5 | Com | 9.4 | No | 18.4 | 11.2 | No |
| Medium | No | F2 | 1104.0 | Com | 9.4 | No | 14.1 | 13.5 | No |
| Medium | No | D7 | 1496.5 | Com | 9.4 | No | 5.6 | 9.3 | No |
| Medium | No | C3 | 16390.7 | Res | 9.4 | No | 17.0 | 17.4 | No |
| Medium | No | B5 | 314.2 | Com | 9.3 | No | 23.6 | 9.9 | No |
| Medium | No | A9 | 35213.3 | Com | 9.3 | No | 4.7 | 5.3 | No |
| Medium | No | A9 | 34254.9 | Com | 9.3 | No | 13.6 | 13.2 | No |
| Medium | No | A9 | 33822.1 | Com | 9.3 | No | 29.4 | 23.1 | No |
| Medium | No | A9 | 38425.6 | Com | 9.3 | No | 9.8 | 7.0 | No |
| Medium | No | E4 | 5707.0 | Com | 9.3 | No | 11.8 | 22.5 | No |
| Medium | No | A10 | 10607.8 | Com | 9.3 | No | 12.7 | 15.1 | No |
| Medium | No | A10 | 6043.4 | Com | 9.3 | No | 12.5 | 10.2 | No |
| Medium | No | A1 | 4465.6 | Com | 9.3 | No | 20.2 | 21.4 | No |
| Medium | No | A4 | 4454.9 | Com | 9.3 | No | 12.3 | 16.2 | No |
| Medium | No | A6 | 10138.8 | Com | 9.3 | No | 7.7 | 9.7 | No |
| Medium | No | A6 | 10143.2 | Com | 9.3 | No | 9.8 | 4.9 | No |
| Medium | No | B8 | 3422.4 | Com | 9.3 | No | 8.0 | 10.1 | No |
| Medium | No | B8 | 2310.7 | Com | 9.3 | No | 9.9 | 6.6 | No |
| Medium | No | B1 | 8306.1 | Com | 9.3 | No | 5.0 | 8.5 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A9 | 37284.9 | Res | 9.3 | No | 8.5 | 6.0 | No |
| Medium | No | E1 | 3900.3 | Res | 9.3 | No | 15.4 | 21.1 | No |
| Medium | No | E1 | 4844.8 | Res | 9.3 | No | 18.9 | 20.5 | No |
| Medium | No | D5 | 888.8 | Res | 9.3 | No | 7.9 | 3.7 | No |
| Medium | No | C3 | 26130.7 |  | 9.3 | No | 6.0 | 8.2 | No |
| Medium | No | D8 | 279.9 | Com | 9.2 | No | 13.8 | 3.9 | No |
| Medium | No | C3 | 17250.8 | Com | 9.2 | No | 17.3 | 14.3 | No |
| Medium | No | C3 | 17805.7 | Com | 9.2 | No | 6.4 | 4.7 | No |
| Medium | No | A10 | 10872.8 | Com | 9.2 | No | 8.7 | 7.3 | No |
| Medium | No | A10 | 9040.1 | Com | 9.2 | No | 12.1 | 7.4 | No |
| Medium | No | A10 | 6542.1 | Com | 9.2 | No | 9.6 | 4.6 | No |
| Medium | No | C5 | 3791.0 | Com | 9.2 | No | 10.7 | 8.3 | No |
| Medium | No | C2 | 1164.0 | Com | 9.2 | No | 17.0 | 24.3 | No |
| Medium | No | C2 | 1557.7 | Com | 9.2 | No | 19.8 | 12.1 | No |
| Medium | No | C4 | 5244.1 | Com | 9.2 | No | 20.2 | 14.4 | No |
| Medium | No | A1 | 3791.2 | Com | 9.2 | No | 8.4 | 7.5 | No |
| Medium | No | A2 | 1326.9 | Com | 9.2 | No | 12.1 | 15.2 | No |
| Medium | No | A6 | 10080.5 | Com | 9.2 | No | 8.0 | 7.3 | No |
| Medium | No | B8 | 3452.0 | Com | 9.2 | No | 10.8 | 9.9 | No |
| Medium | No | B8 | 2801.7 | Com | 9.2 | No | 9.2 | 9.2 | No |
| Medium | No | B8 | 724.4 | Com | 9.2 | No | 11.0 | 8.2 | No |
| Medium | No | B9 | 4318.8 | Com | 9.2 | No | 4.7 | 9.0 | No |
| Medium | No | A9 | 35123.9 | Com | 9.2 | No | 17.6 | 16.9 | No |
| Medium | No | A9 | 35908.8 | Com | 9.2 | No | 15.8 | 12.3 | No |
| Medium | No | A9 | 44986.7 | Com | 9.2 | No | 5.1 | 3.7 | No |
| Medium | No | C3 | 21632.7 | Com | 9.2 | No | 10.2 | 24.5 | No |
| Medium | No | C3 | 16414.4 | Com | 9.2 | No | 10.4 | 15.0 | No |
| Medium | No | C9 | 4800.5 | Com | 9.2 | No | 5.8 | 6.8 | No |
| Medium | No | B7 | 1447.8 | Res | 9.2 | No | 12.6 | 16.2 | No |
| Medium | No | B9 | 7816.9 | Res | 9.2 | No | 12.1 | 10.6 | No |
| Medium | No | B5 | 68.5 | Com | 9.1 | No | 13.3 | 23.2 | No |
| Medium | No | A9 | 2034.5 | Com | 9.1 | No | 7.0 | 7.3 | No |
| Medium | No | D8 | 738.2 | Com | 9.1 | Yes | 7.7 | 10.0 | No |
| Medium | No | C3 | 16482.8 | Com | 9.1 | No | 20.8 | 17.8 | No |
| Medium | No | A10 | 9284.5 | Com | 9.1 | No | 8.0 | 7.8 | No |
| Medium | No | A10 | 5649.5 | Com | 9.1 | No | 16.7 | 9.0 | No |
| Medium | No | C4 | 4023.3 | Com | 9.1 | No | 16.5 | 16.2 | No |
| Medium | No | C5 | 1531.0 | Com | 9.1 | No | 18.1 | 20.9 | No |
| Medium | No | A1 | 4277.7 | Com | 9.1 | No | 7.6 | 4.5 | No |
| Medium | No | A6 | 653.6 | Com | 9.1 | No | 20.1 | 1.6 | No |
| Medium | No | B5 | 7564.1 | Com | 9.1 | No | 18.4 | 18.8 | No |
| Medium | No | B5 | 12830.2 | Com | 9.1 | No | 20.7 | 11.4 | No |
| Medium | No | B8 | 1847.3 | Com | 9.1 | No | 9.1 | 7.0 | No |
| Medium | No | B1 | 9166.8 | Com | 9.1 | No | 12.2 | 12.5 | No |
| Medium | No | B5 | 294.4 | Com | 9.1 | No | 17.5 | 14.0 | No |
| Medium | No | B5 | 693.3 | Com | 9.1 | No | 10.0 | 10.7 | No |
| Medium | No | C3 | 20428.1 | Com | 9.1 | No | 10.6 | 14.1 | No |
| Medium | No | C3 | 16250.4 | Com | 9.1 | No | 17.4 | 17.4 | No |
| Medium | No | C3 | 10979.0 | Com | 9.1 | No | 19.9 | 14.4 | No |
| Medium | No | C3 | 7430.7 | Com | 9.1 | No | 12.7 | 11.5 | No |
| Medium | No | A9 | 34850.2 | Com | 9.0 | No | 28.3 | 14.7 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A10 | 4848.5 | Com | 9.0 | No | 7.8 | 9.9 | No |
| Medium | No | A1 | 3562.8 | Com | 9.0 | No | 5.5 | 5.8 | No |
| Medium | No | B8 | 3539.7 | Com | 9.0 | No | 7.1 | 9.0 | No |
| Medium | No | A10 | 485.2 | Com | 9.0 | No | 4.3 | 5.8 | No |
| Medium | No | B9 | 7709.9 | Com | 9.0 | No | 5.9 | 4.2 | No |
| Medium | No | A9 | 39178.6 | Com | 9.0 | No | 7.1 | 5.9 | No |
| Medium | No | A9 | 44613.9 | Com | 9.0 | No | 12.8 | 5.0 | No |
| Medium | No | C3 | 6640.3 | Com | 9.0 | No | 23.4 | 8.2 | No |
| Medium | No | A10 | 6165.0 | Res | 9.0 | No | 7.6 | 9.2 | No |
| Medium | No | B2 | 14650.7 |  | 9.0 | No | 5.0 | 8.4 | No |
| Medium | No | A9 | 34696.1 | Com | 8.9 | No | 25.2 | 19.3 | No |
| Medium | No | A9 | 34184.7 | Com | 8.9 | No | 19.5 | 17.8 | No |
| Medium | No | C3 | 17840.9 | Com | 8.9 | No | 7.4 | 3.8 | No |
| Medium | No | C3 | 18299.2 | Com | 8.9 | No | 16.4 | 20.8 | No |
| Medium | No | D7 | 1081.1 | Com | 8.9 | No | 14.9 | 12.6 | No |
| Medium | No | C9 | 5751.8 | Com | 8.9 | No | 6.5 | 5.3 | No |
| Medium | No | C2 | 721.6 | Com | 8.9 | No | 23.0 | 23.1 | No |
| Medium | No | C2 | 1100.2 | Com | 8.9 | No | 22.6 | 4.9 | No |
| Medium | No | E6 | 732.7 | Com | 8.9 | No | 14.1 | 15.0 | No |
| Medium | No | A3 | 1941.8 | Com | 8.9 | No | 25.1 | 34.3 | No |
| Medium | No | B5 | 10078.5 | Com | 8.9 | No | 13.5 | 90.0 | No |
| Medium | No | A10 | 355.0 | Com | 8.9 | No | 4.7 | 4.5 | No |
| Medium | No | B6 | 65.5 | Com | 8.9 | No | 8.4 | 21.1 | No |
| Medium | No | B5 | 1010.4 | Com | 8.9 | No | 11.5 | 10.8 | No |
| Medium | No | C3 | 16172.8 | Com | 8.9 | No | 12.6 | 16.7 | No |
| Medium | No | C7 | 2974.1 | Res | 8.9 | No | 17.4 | 5.9 | No |
| Medium | No | A9 | 36935.9 | Com | 8.8 | No | 4.5 | 5.8 | No |
| Medium | No | A9 | 37034.7 | Com | 8.8 | No | 8.2 | 4.6 | No |
| Medium | No | E3 | 1426.5 | Com | 8.8 |  | 14.4 | 14.8 | No |
| Medium | No | C3 | 15685.3 | Com | 8.8 | No | 7.3 | 7.4 | No |
| Medium | No | A10 | 10565.5 | Com | 8.8 | No | 15.3 | 12.3 | No |
| Medium | No | A10 | 9607.8 | Com | 8.8 | No | 6.7 | 6.0 | No |
| Medium | No | A10 | 6816.4 | Com | 8.8 | No | 6.7 | 6.4 | No |
| Medium | No | E6 | 634.7 | Com | 8.8 | No | 4.7 | 17.1 | No |
| Medium | No | A2 | 1232.6 | Com | 8.8 | No | 12.7 | 11.1 | No |
| Medium | No | A4 | 4072.1 | Com | 8.8 | No | 6.0 | 8.9 | No |
| Medium | No | B5 | 12514.2 | Com | 8.8 | No | 14.8 | 15.3 | No |
| Medium | No | B8 | 3609.5 | Com | 8.8 | No | 8.7 | 9.3 | No |
| Medium | No | C3 | 7313.5 | Com | 8.8 | No | 13.2 | 8.6 | No |
| Medium | No | A6 | 2961.7 | Res | 8.8 | No | 1.5 | 22.8 | No |
| Medium | No | C3 | 18481.0 | Com | 8.7 | No | 19.6 | 15.8 | No |
| Medium | No | C3 | 14630.3 | Com | 8.7 | No | 15.7 | 17.7 | No |
| Medium | No | D7 | 2055.3 | Com | 8.7 | Yes | 6.5 | 13.8 | No |
| Medium | No | D7 | 672.7 | Com | 8.7 | No | 4.8 | 9.3 | No |
| Medium | No | A10 | 9644.8 | Com | 8.7 | No | 4.4 | 4.8 | No |
| Medium | No | A10 | 4959.1 | Com | 8.7 | No | 7.1 | 9.3 | No |
| Medium | No | E6 | 537.9 | Com | 8.7 | No | 13.3 | 21.8 | No |
| Medium | No | A2 | 1364.1 | Com | 8.7 | No | 7.4 | 6.5 | No |
| Medium | No | B5 | 8741.1 | Com | 8.7 | No | 15.1 | 9.6 | No |
| Medium | No | B5 | 12666.4 | Com | 8.7 | No | 5.8 | 8.3 | No |
| Medium | No | B8 | 2421.2 | Com | 8.7 | No | 8.6 | 8.1 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | B6 | 1854.7 | Com | 8.7 | No | 4.9 | 7.3 | No |
| Medium | No | C9 | 6052.7 | Com | 8.7 | No | 10.6 | 14.7 | No |
| Medium | No | B9 | 7874.4 | Res | 8.7 | No | 13.0 | 13.2 | No |
| Medium | No | A9 | 1772.8 | Res | 8.7 | No | 6.9 | 4.7 | No |
| Medium | No | C3 | 16327.3 |  | 8.7 | No | 20.5 | 15.6 | No |
| Medium | No | C3 | 17759.7 | Com | 8.6 | No | 8.6 | 7.8 | No |
| Medium | No | D7 | 574.5 | Com | 8.6 | No | 25.1 | 28.0 | No |
| Medium | No | A10 | 6444.3 | Com | 8.6 | No | 9.6 | 7.1 | No |
| Medium | No | C5 | 6391.3 | Com | 8.6 | No | 8.2 | 3.8 | No |
| Medium | No | A1 | 3826.8 | Com | 8.6 | No | 9.4 | 6.1 | No |
| Medium | No | A4 | 2096.1 | Com | 8.6 | No | 11.3 | 12.5 | No |
| Medium | No | B5 | 10209.8 | Com | 8.6 | No | 8.5 | 7.1 | No |
| Medium | No | B5 | 10436.1 | Com | 8.6 | No | 12.9 | 6.1 | No |
| Medium | No | C3 | 20058.9 | Com | 8.6 | No | 12.8 | 19.0 | No |
| Medium | No | D7 | 2994.6 | Com | 8.6 | No | 9.3 | 15.0 | No |
| Medium | No | C9 | 5673.1 | Com | 8.6 | No | 14.5 | 12.8 | No |
| Medium | No | E1 | 357.8 | Res | 8.6 | No | 10.6 | 8.9 | No |
| Medium | No | A10 | 5818.0 | Res | 8.6 | No | 6.6 | 10.7 | No |
| Medium | No | E1 | 1626.4 | Res | 8.6 | No | 17.7 | 16.0 | No |
| Medium | No | C5 | 3642.3 | Com | 8.5 | No | 12.2 | 20.7 | No |
| Medium | No | A1 | 4663.1 | Com | 8.5 | No | 16.5 | 17.1 | No |
| Medium | No | A1 | 3913.6 | Com | 8.5 | No | 6.0 | 10.1 | No |
| Medium | No | A2 | 354.3 | Com | 8.5 | No | 24.0 | 24.7 | No |
| Medium | No | A2 | 617.1 | Com | 8.5 | No | 11.8 | 14.1 | No |
| Medium | No | B10 | 985.4 | Com | 8.5 | No | 8.4 | 10.2 | No |
| Medium | No | B10 | 2108.2 | Com | 8.5 | No | 14.4 | 15.7 | No |
| Medium | No | A10 | 428.1 | Com | 8.5 | No | 5.6 | 5.9 | No |
| Medium | No | B9 | 5881.8 | Com | 8.5 | No | 14.4 | 8.5 | No |
| Medium | No | A9 | 34834.5 | Com | 8.5 | No | 13.5 | 17.6 | No |
| Medium | No | C3 | 10743.7 | Com | 8.5 | No | 16.8 | 17.0 | No |
| Medium | No | A10 | 4143.0 | Res | 8.5 | No | 5.7 | 9.9 | No |
| Medium | No | B5 | 201.2 | Com | 8.4 | Yes | 29.0 | 13.8 | No |
| Medium | No | C7 | 3777.9 | Com | 8.4 | No | 12.6 | 15.6 | No |
| Medium | No | A10 | 8564.6 | Com | 8.4 | No | 3.6 | 9.7 | No |
| Medium | No | C6 | 1079.4 | Com | 8.4 | No | 14.6 | 7.4 | No |
| Medium | No | C5 | 7175.9 | Com | 8.4 | No | 7.3 | 5.8 | No |
| Medium | No | A1 | 4158.4 | Com | 8.4 | No | 6.8 | 9.4 | No |
| Medium | No | E6 | 461.2 | Com | 8.4 | No | 15.7 | 15.3 | No |
| Medium | No | B5 | 6288.0 | Com | 8.4 | No | 24.0 | 13.5 | No |
| Medium | No | B10 | 1778.0 | Com | 8.4 | No | 7.0 | 6.4 | No |
| Medium | No | B5 | 64.6 | Com | 8.4 | No | 8.7 | 19.1 | No |
| Medium | No | C3 | 19525.9 | Com | 8.4 | No | 6.9 | 9.3 | No |
| Medium | No | C3 | 17838.6 | Com | 8.4 | No | 10.4 | 18.8 | No |
| Medium | No | A1 | 4915.1 | Res | 8.4 | No | 21.7 | 14.0 | No |
| Medium | No | D6 | 1840.1 | Com | 8.3 | No | 14.6 | 18.8 | No |
| Medium | No | C3 | 4911.2 | Com | 8.3 | No | 2.1 | 6.0 | No |
| Medium | No | C3 | 9046.6 | Com | 8.3 | No | 23.4 | 25.3 | No |
| Medium | No | A10 | 9850.3 | Com | 8.3 | No | 10.5 | 10.7 | No |
| Medium | No | A10 | 10823.8 | Com | 8.3 | No | 16.7 | 13.0 | No |
| Medium | No | C5 | 6641.1 | Com | 8.3 | No | 5.6 | 6.9 | No |
| Medium | No | A1 | 4707.9 | Com | 8.3 | No | 18.6 | 14.1 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A4 | 1691.0 | Com | 8.3 | No | 14.4 | 11.4 | No |
| Medium | No | A6 | 7494.3 | Com | 8.3 | No | 18.9 | 12.5 | No |
| Medium | No | B5 | 2032.6 | Com | 8.3 | No | 11.1 | 17.1 | No |
| Medium | No | B10 | 2234.0 | Com | 8.3 | No | 12.9 | 14.8 | No |
| Medium | No | B8 | 2375.0 | Com | 8.3 |  | 7.7 | 9.0 | No |
| Medium | No | C6 | 614.6 | Res | 8.3 | No | 12.3 | 15.2 | No |
| Medium | No | B5 | 16123.5 | Res | 8.3 | No | 5.7 | 7.4 | No |
| Medium | No | C3 | 16304.1 | Com | 8.2 | No | 10.5 | 16.9 | No |
| Medium | No | D7 | 1974.1 | Com | 8.2 | No | 15.7 | 12.8 | No |
| Medium | No | D6 | 330.1 | Com | 8.2 | No | 8.2 | 15.2 | No |
| Medium | No | D4 | 2268.9 | Com | 8.2 | No | 6.8 | 7.5 | No |
| Medium | No | C5 | 6826.1 | Com | 8.2 | No | 15.6 | 14.0 | No |
| Medium | No | C4 | 1659.9 | Com | 8.2 | No | 20.1 | 16.6 | No |
| Medium | No | B5 | 12760.5 | Com | 8.2 | No | 19.4 | 29.3 | No |
| Medium | No | B1 | 8739.8 | Com | 8.2 | No | 7.0 | 10.8 | No |
| Medium | No | B6 | 1041.8 | Com | 8.2 | No | 17.5 | 10.2 | No |
| Medium | No | A9 | 34057.4 | Com | 8.2 | No | 5.5 | 5.4 | No |
| Medium | No | C3 | 17619.1 | Com | 8.2 | No | 12.1 | 13.7 | No |
| Medium | No | C3 | 6689.3 | Com | 8.2 | No | 12.8 | 13.5 | No |
| Medium | No | C3 | 16048.1 | Res | 8.2 | No | 22.8 | 23.4 | No |
| Medium | No | D4 | 6428.0 | Com | 8.1 | No | 7.8 | 3.5 | No |
| Medium | No | A10 | 9847.7 | Com | 8.1 | No | 7.9 | 5.5 | No |
| Medium | No | A1 | 1412.5 | Com | 8.1 | No | 15.0 | 15.0 | No |
| Medium | No | A1 | 1367.6 | Com | 8.1 | No | 24.2 | 16.7 | No |
| Medium | No | A4 | 4153.9 | Com | 8.1 | No | 19.4 | 19.7 | No |
| Medium | No | B10 | 764.1 | Com | 8.1 | No | 7.7 | 9.1 | No |
| Medium | No | A10 | 516.1 | Com | 8.1 | No | 9.1 | 13.7 | No |
| Medium | No | A9 | 35185.9 | Com | 8.1 | No | 19.0 | 24.8 | No |
| Medium | No | C3 | 19833.9 | Com | 8.1 | No | 17.4 | 14.1 | No |
| Medium | No | D7 | 1937.4 | Com | 8.1 | No | 18.7 | 13.7 | No |
| Medium | No | E1 | 3622.9 | Res | 8.1 | No | 10.3 | 12.8 | No |
| Medium | No | B10 | 6195.5 | Res | 8.1 | No | 16.8 | 13.1 | No |
| Medium | No | A9 | 51256.6 |  | 8.1 | No | 15.0 | 15.1 | No |
| Medium | No | D6 | 1943.0 | Com | 8.0 | No | 12.7 | 16.3 | No |
| Medium | No | C3 | 9970.6 | Com | 8.0 | Yes | 18.9 | 12.7 | No |
| Medium | No | A10 | 6762.5 | Com | 8.0 | No | 7.9 | 4.3 | No |
| Medium | No | A10 | 5062.0 | Com | 8.0 | No | 12.2 | 16.4 | No |
| Medium | No | A2 | 1090.2 | Com | 8.0 | No | 5.9 | 11.6 | No |
| Medium | No | A4 | 4017.3 | Com | 8.0 | No | 9.9 | 7.5 | No |
| Medium | No | A5 | 1587.5 | Com | 8.0 | Yes | 14.1 | 8.9 | No |
| Medium | No | B10 | 2158.9 | Com | 8.0 | No | 16.2 | 27.3 | No |
| Medium | No | B8 | 3234.9 | Com | 8.0 | No | 10.4 | 8.5 | No |
| Medium | No | B8 | 3218.5 | Com | 8.0 | No | 10.2 | 7.9 | No |
| Medium | No | B4 | 441.7 | Com | 8.0 | No | 25.0 | 24.6 | No |
| Medium | No | A9 | 36062.0 | Com | 8.0 | No | 10.2 | 17.2 | No |
| Medium | No | A9 | 42447.1 | Com | 8.0 | No | 13.1 | 9.2 | No |
| Medium | No | D6 | 5245.4 | Com | 8.0 | No | 15.1 | 15.1 | No |
| Medium | No | A6 | 907.1 | Res | 8.0 | No | 21.3 | 2.3 | No |
| Medium | No | A9 | 35420.2 | Com | 7.9 | No | 19.8 | 19.7 | No |
| Medium | No | D7 | 638.8 | Com | 7.9 | No | 3.2 | 23.4 | No |
| Medium | No | C9 | 7901.6 | Com | 7.9 | No | 21.5 | 15.6 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A10 | 4517.2 | Com | 7.9 | No | 7.9 | 8.1 | No |
| Medium | No | A1 | 5196.5 | Com | 7.9 | No | 15.7 | 12.7 | No |
| Medium | No | B10 | 2057.4 | Com | 7.9 | No | 21.6 | 22.5 | No |
| Medium | No | B8 | 1065.6 | Com | 7.9 | No | 8.8 | 8.2 | No |
| Medium | No | A9 | 740.4 | Com | 7.9 | No | 9999.0 | 3.8 | No |
| Medium | No | D7 | 1874.7 | Com | 7.9 | No | 18.8 | 20.1 | No |
| Medium | No | C3 | 10852.0 | Com | 7.9 | No | 11.4 | 11.7 | No |
| Medium | No | E1 | 8680.1 | Res | 7.9 | No | 16.6 | 19.3 | No |
| Medium | No | C7 | 2706.5 | Res | 7.9 | No | 14.3 | 10.9 | No |
| Medium | No | C5 | 1767.9 | Res | 7.9 | No | 20.3 | 20.9 | No |
| Medium | No | A6 | 2852.6 | Res | 7.9 | No | 20.8 | 8.5 | No |
| Medium | No | C3 | 16777.9 | Res | 7.9 | No | 5.2 | 5.5 | No |
| Medium | No | A1 | 4668.4 | Com | 7.8 | No | 18.0 | 16.2 | No |
| Medium | No | A4 | 1546.7 | Com | 7.8 | No | 14.3 | 18.9 | No |
| Medium | No | A6 | 7626.4 | Com | 7.8 | No | 7.9 | 6.2 | No |
| Medium | No | B10 | 1839.7 | Com | 7.8 | No | 9.1 | 4.6 | No |
| Medium | No | B10 | 2008.9 | Com | 7.8 | No | 16.2 | 22.6 | No |
| Medium | No | A10 | 564.9 | Com | 7.8 | No | 19.8 | 18.1 | No |
| Medium | No | A9 | 41869.6 | Com | 7.8 | No | 20.5 | 16.9 | No |
| Medium | No | A9 | 1036.4 | Com | 7.7 |  | 4.5 | 9.0 | No |
| Medium | No | A9 | 34774.9 | Com | 7.7 | No | 26.2 | 22.1 | No |
| Medium | No | A9 | 35829.3 | Com | 7.7 | No | 7.6 | 5.5 | No |
| Medium | No | C9 | 1127.9 | Com | 7.7 | No | 12.1 | 8.3 | No |
| Medium | No | C5 | 1858.4 | Com | 7.7 | No | 9.8 | 11.9 | No |
| Medium | No | C5 | 1488.2 | Com | 7.7 | No | 16.2 | 16.1 | No |
| Medium | No | E6 | 225.4 | Com | 7.7 | No | 16.8 | 15.0 | No |
| Medium | No | A6 | 10530.3 | Com | 7.7 | No | 9.3 | 7.8 | No |
| Medium | No | A6 | 550.3 | Com | 7.7 | No | 17.1 | 0.9 | No |
| Medium | No | B5 | 9362.2 | Com | 7.7 | No | 12.0 | 17.6 | No |
| Medium | No | B8 | 2106.5 | Com | 7.7 | No | 8.0 | 6.5 | No |
| Medium | No | A9 | 40867.7 | Com | 7.7 | No | 19.3 | 22.2 | No |
| Medium | No | C3 | 17912.4 | Com | 7.7 | No | 10.0 | 11.0 | No |
| Medium | No | D5 | 1974.7 | Com | 7.7 | No | 13.8 | 14.0 | No |
| Medium | No | B10 | 5422.8 | Res | 7.7 | No | 16.9 | 20.8 | No |
| Medium | No | A9 | 26930.2 | Com | 7.6 | No | 11.9 | 10.9 | No |
| Medium | No | E4 | 250.1 | Com | 7.6 | No | 8.9 | 6.6 | No |
| Medium | No | D6 | 2274.8 | Com | 7.6 | No | 6.8 | 8.8 | No |
| Medium | No | C5 | 6540.7 | Com | 7.6 | No | 4.1 | 7.0 | No |
| Medium | No | A4 | 1357.5 | Com | 7.6 | No | 15.6 | 15.4 | No |
| Medium | No | A4 | 4524.5 | Com | 7.6 | No | 10.7 | 17.8 | No |
| Medium | No | B5 | 6240.4 | Com | 7.6 | No | 23.0 | 16.8 | No |
| Medium | No | C7 | 3301.0 | Res | 7.6 | No | 16.8 | 19.0 | No |
| Medium | No | B5 | 9631.2 | Res | 7.6 | No | 90.0 | 90.0 | No |
| Medium | No | A9 | 26487.1 | Com | 7.5 | No | 9.7 | 10.3 | No |
| Medium | No | E3 | 2589.7 | Com | 7.5 | No | 11.3 | 10.4 | No |
| Medium | No | D7 | 1492.2 | Com | 7.5 | No | 25.0 | 21.1 | No |
| Medium | No | C4 | 2408.1 | Com | 7.5 | No | 13.6 | 17.5 | No |
| Medium | No | C5 | 945.4 | Com | 7.5 | No | 11.6 | 14.1 | No |
| Medium | No | B5 | 20465.4 | Com | 7.5 | No | 3.0 | 4.5 | No |
| Medium | No | A9 | 41024.5 | Com | 7.5 | No | 15.0 | 22.6 | No |
| Medium | No | A4 | 4658.7 | Res | 7.5 | No | 10.7 | 7.7 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A4 | 4656.3 | Res | 7.5 | No | 10.2 | 7.7 | No |
| Medium | No | A9 | 26890.6 | Com | 7.4 | No | 16.0 | 11.4 | No |
| Medium | No | D6 | 1509.6 | Com | 7.4 | No | 14.5 | 21.9 | No |
| Medium | No | D6 | 2315.2 | Com | 7.4 | No | 19.8 | 24.6 | No |
| Medium | No | C3 | 8222.6 | Com | 7.4 | No | 17.5 | 20.8 | No |
| Medium | No | C2 | 1960.8 | Com | 7.4 | No | 14.5 | 16.3 | No |
| Medium | No | C2 | 1533.4 | Com | 7.4 | No | 18.2 | 16.4 | No |
| Medium | No | A6 | 8170.6 | Com | 7.4 | Yes | 9.3 | 8.0 | No |
| Medium | No | B5 | 20057.3 | Com | 7.4 | No | 5.3 | 2.8 | No |
| Medium | No | B8 | 2868.0 | Com | 7.4 | No | 6.6 | 8.6 | No |
| Medium | No | B8 | 658.6 | Com | 7.4 | No | 10.3 | 8.3 | No |
| Medium | No | B9 | 4388.4 | Com | 7.4 | No | 5.8 | 11.5 | No |
| Medium | No | A9 | 609.5 | Com | 7.4 | No | 16.9 | 6.2 | No |
| Medium | No | A9 | 42032.0 | Com | 7.4 | No | 16.4 | 18.8 | No |
| Medium | No | A9 | 41964.0 | Com | 7.4 | No | 16.3 | 16.3 | No |
| Medium | No | E1 | 7758.2 | Com | 7.4 | No | 14.4 | 5.8 | No |
| Medium | No | E1 | 256.0 | Res | 7.4 | No | 11.6 | 12.7 | No |
| Medium | No | D7 | 1343.0 | Com | 7.3 | No | 27.3 | 20.8 | No |
| Medium | No | D7 | 399.8 | Com | 7.3 | No | 20.0 | 17.8 | No |
| Medium | No | C3 | 10566.8 | Com | 7.3 | No | 5.4 | 3.1 | No |
| Medium | No | A10 | 10262.5 | Com | 7.3 | No | 5.2 | 9.2 | No |
| Medium | No | B5 | 1850.6 | Com | 7.3 | Yes | 16.9 | 25.6 | No |
| Medium | No | B5 | 4257.3 | Com | 7.3 | No | 24.5 | 18.6 | No |
| Medium | No | C9 | 623.0 | Com | 7.3 | No | 4.6 | 5.3 | No |
| Medium | No | C3 | 6959.3 | Com | 7.3 | No | 15.1 | 13.2 | No |
| Medium | No | C9 | 1111.8 | Res | 7.3 | No | 4.6 | 9.8 | No |
| Medium | No | D6 | 1190.7 | Com | 7.2 | No | 12.9 | 13.4 | No |
| Medium | No | B5 | 16050.3 | Com | 7.2 | No | 13.7 | 11.5 | No |
| Medium | No | D6 | 2307.4 | Res | 7.2 | No | 15.4 | 41.4 | No |
| Medium | No | E4 | 1375.8 | Com | 7.1 | No | 19.7 | 12.5 | No |
| Medium | No | E3 | 1619.8 | Com | 7.1 | No | 21.6 | 12.1 | No |
| Medium | No | D7 | 1973.7 | Com | 7.1 | No | 10.4 | 12.6 | No |
| Medium | No | D6 | 1867.2 | Com | 7.1 | No | 17.1 | 10.5 | No |
| Medium | No | D6 | 1590.8 | Com | 7.1 | No | 21.9 | 16.0 | No |
| Medium | No | C3 | 7936.9 | Com | 7.1 | No | 12.7 | 16.2 | No |
| Medium | No | E6 | 398.9 | Com | 7.1 | No | 29.0 | 25.4 | No |
| Medium | No | E6 | 172.6 | Com | 7.1 | No | 10.1 | 5.2 | No |
| Medium | No | A5 | 2622.2 | Com | 7.1 | No | 7.0 | 8.3 | No |
| Medium | No | B9 | 8093.1 | Com | 7.1 | No | 9.9 | 6.6 | No |
| Medium | No | A9 | 44570.2 | Com | 7.1 | No | 5.3 | 8.6 | No |
| Medium | No | D6 | 2388.4 | Res | 7.1 | No | 4.7 | 8.8 | No |
| Medium | No | D1 | 2315.7 | Res | 7.1 | No | 11.7 | 6.2 | No |
| Medium | No | A9 | 26768.4 | Com | 7.0 | No | 9.8 | 12.3 | No |
| Medium | No | A9 | 33522.7 | Com | 7.0 | No | 13.8 | 18.4 | No |
| Medium | No | A9 | 33478.5 | Com | 7.0 | No | 7.7 | 9.9 | No |
| Medium | No | D6 | 1655.9 | Com | 7.0 | No | 11.7 | 16.5 | No |
| Medium | No | A10 | 6626.9 | Com | 7.0 | No | 8.8 | 2.9 | No |
| Medium | No | A5 | 2135.9 | Com | 7.0 | No | 6.3 | 8.7 | No |
| Medium | No | B5 | 20346.2 | Com | 7.0 | No | 3.5 | 6.0 | No |
| Medium | No | B5 | 10360.9 | Com | 7.0 | No | 5.0 | 6.3 | No |
| Medium | No | B8 | 1036.9 | Com | 7.0 | No | 8.9 | 6.8 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | B9 | 6521.9 | Com | 7.0 | No | 8.5 | 6.8 | No |
| Medium | No | D7 | 703.5 | Com | 7.0 | No | 13.7 | 7.9 | No |
| Medium | No | A9 | 26708.3 | Com | 6.9 | No | 14.4 | 12.6 | No |
| Medium | No | D6 | 1007.1 | Com | 6.9 | No | 7.5 | 5.4 | No |
| Medium | No | C2 | 1594.4 | Com | 6.9 | No | 7.4 | 24.8 | No |
| Medium | No | A1 | 3097.4 | Com | 6.9 | No | 9.9 | 10.2 | No |
| Medium | No | A1 | 4710.2 | Com | 6.9 | No | 12.4 | 19.6 | No |
| Medium | No | B5 | 5318.0 | Com | 6.9 | No | 6.3 | 9.9 | No |
| Medium | No | B8 | 1111.2 | Com | 6.9 | No | 13.2 | 6.0 | No |
| Medium | No | C5 | 1121.6 | Res | 6.9 | No | 19.0 | 22.2 | No |
| Medium | No | B8 | 2038.7 | Res | 6.9 | No | 6.6 | 8.2 | No |
| Medium | No | D6 | 2215.0 | Com | 6.8 | No | 23.5 | 12.2 | No |
| Medium | No | C3 | 9489.8 | Com | 6.8 | No | 15.7 | 15.0 | No |
| Medium | No | C3 | 470.4 | Com | 6.8 | No | 11.0 | 14.7 | No |
| Medium | No | A10 | 3099.8 | Com | 6.8 | No | 9.2 | 0.5 | No |
| Medium | No | A1 | 1475.1 | Com | 6.8 | No | 6.8 | 8.3 | No |
| Medium | No | A4 | 2033.0 | Com | 6.8 | No | 1.2 | 7.9 | No |
| Medium | No | A6 | 8189.0 | Com | 6.8 | Yes | 8.5 | 7.9 | No |
| Medium | No | B8 | 8746.7 | Com | 6.8 | Yes | 7.8 | 7.3 | No |
| Medium | No | B1 | 8019.4 | Com | 6.8 | No | 7.2 | 5.5 | No |
| Medium | No | A9 | 44389.1 | Com | 6.8 | No | 16.0 | 8.5 | No |
| Medium | No | D7 | 1425.4 | Com | 6.8 | No | 16.4 | 15.5 | No |
| Medium | No | B8 | 2112.0 | Com | 6.7 | No | 7.8 | 6.6 | No |
| Medium | No | D9 | 350.7 | Com | 6.7 | No | 13.5 | 14.2 | No |
| Medium | No | A6 | 2157.7 | Res | 6.7 | No | 16.6 | 7.0 | No |
| Medium | No | C1 | 3018.0 | Res | 6.7 | No | 12.4 | 13.9 | No |
| Medium | No | D6 | 2440.1 | Com | 6.6 | No | 6.8 | 18.6 | No |
| Medium | No | D1 | 1169.1 | Com | 6.6 | No | 6.6 | 6.6 | No |
| Medium | No | B5 | 13322.2 | Com | 6.6 | Yes | 11.1 | 9.6 | No |
| Medium | No | B7 | 1144.2 | Com | 6.6 | No | 13.0 | 12.8 | No |
| Medium | No | B6 | 732.1 | Com | 6.6 | No | 21.7 | 11.3 | No |
| Medium | No | B5 | 1097.5 | Com | 6.5 | No | 7.6 | 13.6 | No |
| Medium | No | D4 | 5338.1 | Com | 6.5 | No | 6.9 | 5.9 | No |
| Medium | No | C9 | 852.1 | Com | 6.5 | Yes | 0.0 | 0.0 | No |
| Medium | No | B1 | 12401.6 | Com | 6.5 | No | 6.3 | 7.7 | No |
| Medium | No | A5 | 2028.3 | Com | 6.5 | No | 11.6 | 9.5 | No |
| Medium | No | B5 | 3346.9 | Com | 6.5 | Yes | 6.4 | 11.6 | No |
| Medium | No | B5 | 4093.7 | Com | 6.5 | No | 25.2 | 25.5 | No |
| Medium | No | B5 | 4119.2 | Com | 6.5 | No | 15.4 | 12.6 | No |
| Medium | No | B5 | 9804.0 | Com | 6.5 | No | 11.0 | 6.7 | No |
| Medium | No | B8 | 1623.0 | Com | 6.5 | No | 7.5 | 9.1 | No |
| Medium | No | B7 | 3313.4 | Com | 6.5 | No | 15.7 | 5.3 | No |
| Medium | No | D5 | 1318.5 | Com | 6.5 | No | 14.9 | 15.6 | No |
| Medium | No | A5 | 821.9 | Com | 6.4 | Yes | 5.6 | 7.9 | No |
| Medium | No | B5 | 3878.2 | Com | 6.4 | No | 17.4 | 22.3 | No |
| Medium | No | C3 | 17992.5 | Com | 6.4 | No | 15.8 | 17.7 | No |
| Medium | No | C9 | 1186.7 | Com | 6.4 | No | 11.3 | 8.2 | No |
| Medium | No | E1 | 8950.5 | Res | 6.4 | No | 24.3 | 22.3 | No |
| Medium | No | D1 | 2316.2 | Res | 6.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | A9 | 31711.8 | Res | 6.4 | No | 3.0 | 11.2 | No |
| Medium | No | B5 | 1159.8 | Com | 6.3 | No | 8.6 | 12.5 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A9 | 40557.6 | Com | 6.3 | No | 19.8 | 24.4 | No |
| Medium | No | C5 | 1021.9 | Com | 6.3 | No | 27.8 | 16.7 | No |
| Medium | No | A6 | 10558.8 | Com | 6.3 | No | 9.7 | 16.4 | No |
| Medium | No | B8 | 1197.3 | Com | 6.3 | No | 9.2 | 5.6 | No |
| Medium | No | C7 | 2823.5 | Res | 6.3 | No | 11.8 | 11.6 | No |
| Medium | No | A9 | 40204.4 |  | 6.3 | No | 9.5 | 10.4 | No |
| Medium | No | A9 | 40635.5 | Com | 6.2 | No | 23.7 | 20.3 | No |
| Medium | No | B8 | 3295.2 | Com | 6.2 | No | 6.7 | 6.8 | No |
| Medium | No | A9 | 25982.9 |  | 6.2 | No | 13.1 | 14.0 | No |
| Medium | No | A9 | 51363.6 | Com | 6.1 | No | 14.9 | 14.5 | No |
| Medium | No | B5 | 13598.2 | Com | 6.1 | No | 14.9 | 17.7 | No |
| Medium | No | D7 | 2005.1 | Com | 6.1 | No | 19.5 | 17.8 | No |
| Medium | No | C9 | 5189.6 | Com | 6.0 | No | 24.4 | 12.9 | No |
| Medium | No | C2 | 1820.9 | Com | 6.0 | No | 24.7 | 25.6 | No |
| Medium | No | B5 | 1760.7 | Com | 6.0 | No | 17.2 | 17.0 | No |
| Medium | No | B8 | 365.1 | Com | 6.0 | No | 15.0 | 15.8 | No |
| Medium | No | B8 | 601.6 | Com | 6.0 | No | 10.5 | 6.6 | No |
| Medium | No | B6 | 627.5 | Com | 6.0 | No | 4.8 | 7.9 | No |
| Medium | No | B5 | 1130.7 | Com | 6.0 | No | 6.4 | 12.3 | No |
| Medium | No | B10 | 7229.8 | Res | 6.0 | No | 17.4 | 18.7 | No |
| Medium | No | D1 | 825.1 |  | 6.0 | Yes | 0.0 | 0.0 | No |
| Medium | No | D6 | 1756.1 | Com | 5.9 | No | 10.0 | 10.8 | No |
| Medium | No | A10 | 10127.3 | Com | 5.9 | No | 6.8 | 8.4 | No |
| Medium | No | A5 | 2206.8 | Com | 5.9 | No | 12.6 | 10.2 | No |
| Medium | No | B10 | 2288.8 | Com | 5.9 | No | 27.5 | 21.0 | No |
| Medium | No | A9 | 26737.6 | Com | 5.9 | No | 7.5 | 11.8 | No |
| Medium | No | A9 | 35479.6 | Com | 5.9 | No | 7.0 | 5.0 | No |
| Medium | No | C3 | 17445.2 | Com | 5.9 | No | 10.9 | 15.3 | No |
| Medium | No | A9 | 26335.5 | Com | 5.8 | No | 6.5 | 14.9 | No |
| Medium | No | D6 | 2154.3 | Com | 5.8 | No | 12.1 | 11.1 | No |
| Medium | No | D2 | 471.5 | Com | 5.8 | No | 7.1 | 3.9 | No |
| Medium | No | B8 | 1571.3 | Com | 5.8 | No | 5.8 | 6.6 | No |
| Medium | No | A9 | 25398.3 | Com | 5.8 | No | 7.7 | 15.3 | No |
| Medium | No | E1 | 1394.1 | Res | 5.8 | No | 15.2 | 13.2 | No |
| Medium | No | F2 | 13290.3 | Com | 5.7 | No | 8.6 | 6.0 | No |
| Medium | No | A9 | 40345.8 | Com | 5.7 | No | 8.2 | 24.7 | No |
| Medium | No | D7 | 1656.6 | Com | 5.7 | No | 11.5 | 11.9 | No |
| Medium | No | A9 | 42637.1 | Com | 5.7 | No | 12.1 | 13.0 | No |
| Medium | No | D1 | 2790.4 | Res | 5.7 | Yes | 0.0 | 0.0 | No |
| Medium | No | C3 | 19531.3 | Com | 5.6 | No | 19.0 | 13.3 | No |
| Medium | No | D6 | 2081.2 | Com | 5.6 | No | 26.4 | 9.8 | No |
| Medium | No | D1 | 189.9 | Com | 5.6 | No | 4.9 | 23.5 | No |
| Medium | No | C4 | 713.5 | Com | 5.6 | No | 19.2 | 17.1 | No |
| Medium | No | A1 | 4513.8 | Com | 5.6 | No | 14.6 | 14.4 | No |
| Medium | No | A5 | 1994.1 | Com | 5.6 | No | 12.5 | 11.1 | No |
| Medium | No | F1 | 2299.2 | Res | 5.6 | No | 2.4 | 17.8 | No |
| Medium | No | A1 | 5609.4 | Res | 5.6 | No | 19.0 | 24.9 | No |
| Medium | No | A9 | 40754.8 | Com | 5.5 | Yes | 0.0 | 0.0 | No |
| Medium | No | A3 | 2071.5 | Com | 5.5 | Yes | 16.7 | 11.5 | No |
| Medium | No | E1 | 6313.6 | Res | 5.5 | No | 4.9 | 6.2 | No |
| Medium | No | D6 | 6831.2 |  | 5.5 | No | 12.7 | 7.4 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A5 | 687.3 | Com | 5.4 | No | 11.4 | 11.5 | No |
| Medium | No | B5 | 9603.4 | Com | 5.4 | No | 7.6 | 9.0 | No |
| Medium | No | A9 | 42425.9 | Com | 5.4 | No | 7.7 | 13.5 | No |
| Medium | No | A9 | 44285.1 | Com | 5.4 | No | 10.8 | 9.0 | No |
| Medium | No | D6 | 6790.5 |  | 5.4 | No | 10.5 | 8.8 | No |
| Medium | No | B5 | 1058.4 | Com | 5.3 |  | 5.8 | 2.5 | No |
| Medium | No | D1 | 171.3 | Com | 5.3 |  | 0.0 | 0.0 | No |
| Medium | No | A1 | 3296.4 | Com | 5.3 | No | 12.9 | 18.8 | No |
| Medium | No | B5 | 5069.2 | Com | 5.3 | No | 19.4 | 9.0 | No |
| Medium | No | A9 | 41471.7 | Com | 5.3 | No | 11.9 | 9.7 | No |
| Medium | No | A3 | 1936.7 | Res | 5.3 | Yes | 10.2 | 12.6 | No |
| Medium | No | A9 | 41740.3 | Com | 5.2 | No | 10.2 | 11.4 | No |
| Medium | No | A9 | 41675.5 | Com | 5.2 | No | 8.5 | 8.9 | No |
| Medium | No | A9 | 46519.7 | Com | 5.2 | No | 10.5 | 10.2 | No |
| Medium | No | D4 | 6126.1 | Com | 5.2 | No | 6.5 | 5.0 | No |
| Medium | No | C9 | 7714.9 | Com | 5.2 | No | 17.3 | 17.7 | No |
| Medium | No | A10 | 8909.6 | Com | 5.2 | No | 10.1 | 10.5 | No |
| Medium | No | A5 | 2063.8 | Com | 5.2 | Yes | 7.0 | 7.0 | No |
| Medium | No | B5 | 10083.7 | Com | 5.2 | No | 6.6 | 6.8 | No |
| Medium | No | C9 | 320.1 | Com | 5.1 | Yes | 0.0 | 0.0 | No |
| Medium | No | A4 | 1758.2 | Com | 5.1 | No | 14.8 | 17.2 | No |
| Medium | No | B10 | 5314.9 | Com | 5.1 | No | 6.5 | 4.8 | No |
| Medium | No | A9 | 45218.2 | Com | 5.1 | No | 9.0 | 14.2 | No |
| Medium | No | E4 | 328.1 | Com | 5.1 | No | 4.3 | 8.7 | No |
| Medium | No | B10 | 4893.7 | Res | 5.1 | No | 15.9 | 13.4 | No |
| Medium | No | A9 | 36092.3 | Com | 4.9 |  | 10.5 | 14.2 | No |
| Medium | No | D6 | 2192.3 | Com | 4.9 | No | 15.5 | 12.6 | No |
| Medium | No | A9 | 27302.6 | Com | 4.9 | No | 17.4 | 18.0 | No |
| Medium | No | D6 | 5447.7 | Com | 4.9 | No | 8.8 | 10.3 | No |
| Medium | No | A9 | 26303.5 | Com | 4.8 | No | 14.1 | 11.9 | No |
| Medium | No | A9 | 41601.1 | Com | 4.8 | No | 16.6 | 14.1 | No |
| Medium | No | C3 | 18803.2 | Com | 4.8 | No | 19.9 | 22.2 | No |
| Medium | No | A10 | 6514.2 | Com | 4.8 | No | 10.7 | 4.2 | No |
| Medium | No | A6 | 7148.1 | Com | 4.8 | No | 8.7 | 11.2 | No |
| Medium | No | B6 | 690.2 | Com | 4.8 | No | 18.8 | 12.9 | No |
| Medium | No | D7 | 1353.6 | Com | 4.7 | No | 22.3 | 15.5 | No |
| Medium | No | A9 | 27391.9 | Com | 4.7 | No | 14.7 | 13.4 | No |
| Medium | No | D1 | 819.1 | Res | 4.7 |  | 0.0 | 0.0 | No |
| Medium | No | B7 | 3538.7 | Res | 4.7 | No | 14.8 | 17.7 | No |
| Medium | No | A9 | 36122.2 | Com | 4.6 | No | 14.1 | 12.1 | No |
| Medium | No | A10 | 8135.1 | Com | 4.6 | No | 6.4 | 7.8 | No |
| Medium | No | C5 | 6676.0 | Com | 4.6 | No | 7.3 | 3.8 | No |
| Medium | No | A5 | 1588.2 | Com | 4.6 | Yes | 10.8 | 9.7 | No |
| Medium | No | B5 | 2272.8 | Com | 4.6 | Yes | 27.9 | 26.4 | No |
| Medium | No | B5 | 2796.1 | Com | 4.6 | Yes | 8.7 | 11.2 | No |
| Medium | No | A9 | 43872.5 | Com | 4.6 | No | 14.8 | 20.5 | No |
| Medium | No | C3 | 26821.8 | Com | 4.6 | No | 7.9 | 8.9 | No |
| Medium | No | A10 | 8856.6 | Com | 4.5 |  | 2.3 | 10.6 | No |
| Medium | No | C4 | 1462.6 | Com | 4.5 | No | 18.9 | 10.9 | No |
| Medium | No | A5 | 892.3 | Com | 4.5 | Yes | 5.2 | 7.1 | No |
| Medium | No | A9 | 34225.9 | Com | 4.5 | No | 11.6 | 11.8 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | F2 | 13555.5 | Com | 4.4 | No | 7.8 | 6.2 | No |
| Medium | No | F2 | 13685.3 | Com | 4.4 | No | 8.3 | 4.2 | No |
| Medium | No | A9 | 41990.7 | Com | 4.4 | Yes | 17.6 | 15.1 | No |
| Medium | No | A10 | 10468.9 | Com | 4.4 | No | 22.2 | 23.4 | No |
| Medium | No | A3 | 2774.1 | Com | 4.4 | Yes | 8.2 | 3.0 | No |
| Medium | No | A5 | 2648.1 | Com | 4.4 | Yes | 4.9 | 7.7 | No |
| Medium | No | A9 | 45296.9 | Com | 4.4 | No | 9.2 | 4.0 | No |
| Medium | No | A3 | 2136.2 | Res | 4.4 | Yes | 16.6 | 15.6 | No |
| Medium | No | A9 | 35624.5 | Com | 4.3 | No | 21.4 | 24.3 | No |
| Medium | No | A4 | 2154.3 | Com | 4.3 | No | 14.2 | 9.2 | No |
| Medium | No | B5 | 10379.6 | Com | 4.3 | No | 4.4 | 8.7 | No |
| Medium | No | A9 | 41549.9 | Com | 4.3 | No | 3.3 | 10.5 | No |
| Medium | No | E1 | 4587.8 | Res | 4.3 | No | 7.1 | 6.0 | No |
| Medium | No | A9 | 26609.5 | Com | 4.2 | No | 16.5 | 10.3 | No |
| Medium | No | A9 | 36148.5 | Com | 4.2 | No | 11.6 | 12.0 | No |
| Medium | No | C3 | 10470.5 | Com | 4.2 | No | 3.5 | 4.4 | No |
| Medium | No | A4 | 1780.4 | Com | 4.2 | No | 17.1 | 19.2 | No |
| Medium | No | B8 | 6171.6 | Com | 4.2 | No | 17.1 | 13.7 | No |
| Medium | No | B10 | 5376.2 | Com | 4.2 | No | 7.3 | 8.5 | No |
| Medium | No | B6 | 1422.9 | Com | 4.2 | No | 9.6 | 11.9 | No |
| Medium | No | B9 | 7758.1 | Com | 4.2 | No | 9.6 | 5.9 | No |
| Medium | No | A3 | 3379.5 | Res | 4.2 | Yes | 10.3 | 9.3 | No |
| Medium | No | A9 | 27345.3 | Com | 4.1 | No | 16.2 | 18.0 | No |
| Medium | No | B5 | 2766.9 | Com | 4.1 | Yes | 9.0 | 10.9 | No |
| Medium | No | B5 | 6172.2 | Com | 4.1 | No | 8.3 | 13.3 | No |
| Medium | No | B5 | 4678.5 | Com | 4.1 | No | 36.0 | 50.3 | No |
| Medium | No | E9 | 1742.7 | Com | 4.1 | No | 0.5 | 14.3 | No |
| Medium | No | A9 | 34306.8 | Com | 4.1 | No | 12.5 | 15.2 | No |
| Medium | No | C3 | 21956.1 | Com | 4.1 | No | 16.7 | 29.6 | No |
| Medium | No | C9 | 779.2 | Com | 4.0 | Yes | 0.0 | 0.0 | No |
| Medium | No | B9 | 8154.7 | Com | 4.0 | No | 6.9 | 6.5 | No |
| Medium | No | C5 | 1184.7 | Res | 4.0 | No | 17.2 | 22.0 | No |
| Medium | No | E1 | 4200.6 | Res | 4.0 | No | 7.3 | 5.9 | No |
| Medium | No | B8 | 226.1 | Com | 3.9 | No | 23.1 | 18.5 | No |
| Medium | No | B8 | 242.4 | Com | 3.9 | No | 13.1 | 15.6 | No |
| Medium | No | A9 | 35679.1 | Com | 3.9 | No | 6.5 | 4.9 | No |
| Medium | No | A9 | 42787.0 | Com | 3.9 | No | 11.8 | 8.2 | No |
| Medium | No | D9 | 158.0 | Com | 3.9 | No | 11.5 | 11.9 | No |
| Medium | No | C9 | 461.8 | Com | 3.9 | Yes | 6.7 | 16.0 | No |
| Medium | No | D4 | 1905.1 | Res | 3.9 | No | 5.5 | 7.0 | No |
| Medium | No | C7 | 888.2 | Res | 3.8 | Yes | 0.0 | 0.0 | No |
| Medium | No | C3 | 15102.6 | Com | 3.7 | No | 6.0 | 3.4 | No |
| Medium | No | C2 | 470.4 | Com | 3.7 | No | 7.1 | 14.2 | No |
| Medium | No | D1 | 5062.0 | Res | 3.7 | Yes | 0.0 | 0.0 | No |
| Medium | No | A9 | 41915.9 | Com | 3.6 | No | 19.2 | 21.4 | No |
| Medium | No | C5 | 2942.4 | Com | 3.6 |  | 23.2 | 21.6 | No |
| Medium | No | A5 | 2288.7 | Com | 3.6 | Yes | 8.5 | 6.4 | No |
| Medium | No | C7 | 787.9 | Res | 3.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 3369.2 | Res | 3.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 2840.7 | Res | 3.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | E1 | 4435.0 | Res | 3.6 | No | 6.8 | 4.1 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C9 | 7471.5 | Com | 3.5 | No | 22.8 | 18.2 | No |
| Medium | No | A10 | 6860.4 | Com | 3.5 | No | 9.1 | 5.6 | No |
| Medium | No | A4 | 2730.2 | Com | 3.5 | Yes | 10.3 | 9.0 | No |
| Medium | No | A5 | 2744.9 | Com | 3.5 | Yes | 9.2 | 14.8 | No |
| Medium | No | A9 | 35342.9 | Com | 3.5 | No | 5.2 | 6.1 | No |
| Medium | No | C3 | 17185.1 | Com | 3.5 | No | 15.3 | 18.0 | No |
| Medium | No | B5 | 433.0 | Com | 3.4 | No | 0.0 | 0.0 | No |
| Medium | No | F2 | 12941.9 | Com | 3.4 | No | 8.6 | 2.6 | No |
| Medium | No | B5 | 13066.3 | Com | 3.4 | No | 17.2 | 18.2 | No |
| Medium | No | D1 | 2366.4 | Res | 3.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | C1 | 2949.6 | Res | 3.4 | Yes | 8.9 | 20.2 | No |
| Medium | No | A10 | 10328.1 | Com | 3.3 | No | 7.2 | 7.0 | No |
| Medium | No | C1 | 7793.3 | Com | 3.3 | No | 8.6 | 18.1 | No |
| Medium | No | C3 | 17300.6 | Com | 3.3 | No | 4.8 | 11.7 | No |
| Medium | No | A3 | 2161.2 | Res | 3.3 | Yes | 999.0 | 999.0 | No |
| Medium | No | B7 | 3227.5 | Res | 3.3 | No | 27.4 | 13.0 | No |
| Medium | No | C9 | 7679.0 | Com | 3.2 | No | 24.4 | 18.8 | No |
| Medium | No | C9 | 899.3 | Com | 3.2 | Yes | 0.0 | 0.0 | No |
| Medium | No | A10 | 4180.8 | Com | 3.2 | No | 8.4 | 11.1 | No |
| Medium | No | A3 | 3292.9 | Com | 3.2 | Yes | 11.8 | 7.9 | No |
| Medium | No | A5 | 1319.9 | Com | 3.2 | Yes | 9.6 | 11.3 | No |
| Medium | No | E1 | 6627.8 | Res | 3.2 | No | 3.5 | 3.2 | No |
| Medium | No | A9 | 40452.8 | Com | 3.1 | No | 21.7 | 18.4 | No |
| Medium | No | C3 | 9096.7 | Com | 3.1 | No | 4.9 | 5.2 | No |
| Medium | No | A1 | 1552.2 | Com | 3.1 | No | 10.2 | 12.4 | No |
| Medium | No | A5 | 2481.7 | Com | 3.1 | Yes | 14.1 | 12.4 | No |
| Medium | No | B7 | 3425.1 | Com | 3.1 | No | 23.4 | 20.3 | No |
| Medium | No | D7 | 2661.0 | Com | 3.0 | No | 8.8 | 7.6 | No |
| Medium | No | E6 | 626.6 | Com | 3.0 | Yes | 10.6 | 19.9 | No |
| Medium | No | B5 | 9260.3 | Com | 3.0 | No | 3.7 | 29.0 | No |
| Medium | No | B9 | 6776.5 | Com | 3.0 | No | 5.2 | 11.3 | No |
| Medium | No | F1 | 825.8 | Com | 3.0 | No | 3.6 | 5.0 | No |
| Medium | No | C9 | 890.3 | Com | 3.0 | Yes | 16.3 | 11.8 | No |
| Medium | No | C9 | 448.6 | Com | 3.0 | Yes | 18.4 | 9.1 | No |
| Medium | No | C8 | 1535.1 | Res | 3.0 | Yes | 0.0 | 0.0 | No |
| Medium | No | B5 | 690.0 | Com | 2.9 | Yes | 6.1 | 3.1 | No |
| Medium | No | F2 | 12937.7 | Com | 2.9 | No | 17.7 | 16.9 | No |
| Medium | No | C7 | 952.4 | Com | 2.9 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 1184.3 | Com | 2.9 | Yes | 0.0 | 0.0 | No |
| Medium | No | A6 | 10503.1 | Com | 2.9 | Yes | 27.0 | 18.3 | No |
| Medium | No | A5 | 2013.1 | Com | 2.9 | Yes | 11.7 | 7.7 | No |
| Medium | No | B9 | 8102.5 | Com | 2.9 | No | 18.6 | 12.5 | No |
| Medium | No | B10 | 5419.9 | Res | 2.9 | No | 5.2 | 11.5 | No |
| Medium | No | C3 | 17368.7 | Com | 2.8 | No | 17.0 | 12.2 | No |
| Medium | No | C5 | 2980.2 | Com | 2.8 | No | 15.0 | 18.0 | No |
| Medium | No | C2 | 1911.8 | Com | 2.8 | No | 16.7 | 11.4 | No |
| Medium | No | C2 | 1872.3 | Com | 2.8 | No | 25.3 | 28.8 | No |
| Medium | No | A3 | 2620.7 | Com | 2.8 | Yes | 7.6 | 14.1 | No |
| Medium | No | A3 | 3518.0 | Com | 2.8 | Yes | 6.5 | 6.5 | No |
| Medium | No | D1 | 2495.9 | Res | 2.8 | Yes | 0.0 | 0.0 | No |
| Medium | No | B10 | 6120.7 | Res | 2.8 | No | 9.3 | 8.4 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A9 | 41440.8 | Com | 2.7 | No | 23.4 | 12.5 | No |
| Medium | No | C3 | 18585.0 | Com | 2.7 | No | 23.5 | 18.5 | No |
| Medium | No | A3 | 3199.5 | Com | 2.7 | Yes | 7.1 | 8.9 | No |
| Medium | No | B5 | 3543.5 | Com | 2.7 | Yes | 0.5 | 9.5 | No |
| Medium | No | C9 | 1413.2 | Com | 2.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 387.1 | Com | 2.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | B5 | 3761.1 | Com | 2.6 | Yes | 22.4 | 20.3 | No |
| Medium | No | A9 | 44366.2 | Com | 2.6 | No | 13.8 | 13.6 | No |
| Medium | No | C7 | 775.6 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 752.7 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | C9 | 521.6 | Res | 2.6 | Yes | 10.2 | 9999.0 | No |
| Medium | No | A3 | 1343.2 | Com | 2.5 | Yes | 9.6 | 11.4 | No |
| Medium | No | A3 | 1260.7 | Com | 2.5 | Yes | 13.6 | 9.3 | No |
| Medium | No | A5 | 1129.2 | Com | 2.5 | Yes | 13.5 | 6.2 | No |
| Medium | No | B5 | 1545.4 | Com | 2.5 | Yes | 20.7 | 27.0 | No |
| Medium | No | B5 | 3817.5 | Com | 2.5 | Yes | 22.1 | 14.6 | No |
| Medium | No | C7 | 249.5 | Res | 2.5 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 2427.2 | Res | 2.5 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 537.1 | Res | 2.5 | Yes | 0.0 | 0.0 | No |
| Medium | No | A9 | 40277.5 | Com | 2.4 | Yes | 16.7 | 16.2 | No |
| Medium | No | C9 | 255.7 | Com | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 151.8 | Com | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 532.3 | Com | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | A3 | 1347.2 | Com | 2.4 | Yes | 11.4 | 10.4 | No |
| Medium | No | A6 | 8048.1 | Com | 2.4 | Yes | 10.5 | 4.4 | No |
| Medium | No | C1 | 7203.2 | Com | 2.4 | Yes | 6.8 | 6.4 | No |
| Medium | No | C3 | 17001.7 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | C8 | 1560.0 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 670.8 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 346.0 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 3496.2 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | C3 | 16137.4 | Com | 2.3 | Yes | 0.0 | 0.0 | No |
| Medium | No | C3 | 10407.8 | Com | 2.3 | No | 6.0 | 4.4 | No |
| Medium | No | A3 | 2108.4 | Com | 2.3 | Yes | 12.7 | 16.4 | No |
| Medium | No | C1 | 7248.9 | Com | 2.3 | Yes | 7.3 | 5.3 | No |
| Medium | No | D1 | 2392.8 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 2021.6 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 3398.7 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| Medium | No | A9 | 43321.2 | Com | 2.2 | No | 8.5 | 9.0 | No |
| Medium | No | A3 | 2763.7 | Com | 2.2 | Yes | 9.2 | 4.0 | No |
| Medium | No | A3 | 3351.0 | Com | 2.2 | Yes | 11.8 | 9.7 | No |
| Medium | No | C3 | 22053.5 | Res | 2.2 | No | 12.6 | 18.3 | No |
| Medium | No | A3 | 2422.8 | Com | 2.1 | Yes | 17.8 | 23.5 | No |
| Medium | No | B5 | 2747.7 | Com | 2.1 | Yes | 21.2 | 21.5 | No |
| Medium | No | B5 | 3692.7 | Com | 2.1 | Yes | 999.0 | 999.0 | No |
| Medium | No | B5 | 3065.9 | Com | 2.1 | Yes | 4.4 | 8.0 | No |
| Medium | No | B5 | 2980.8 | Com | 2.1 | Yes | 6.2 | 8.1 | No |
| Medium | No | A10 | 1489.0 | Com | 2.1 | Yes | 5.0 | 4.3 | No |
| Medium | No | A3 | 1292.7 | Res | 2.1 | Yes | 10.7 | 9.3 | No |
| Medium | No | B5 | 10680.9 | Res | 2.1 | No | 90.0 | 90.0 | No |
| Medium | No | C1 | 3227.1 | Res | 2.1 | Yes | 6.6 | 6.4 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | B8 | 7567.2 | Com | 2.0 | Yes | 6.3 | 5.2 | No |
| Medium | No | C1 | 2525.1 | Res | 2.0 | Yes | 8.7 | 4.9 | No |
| Medium | No | C3 | 7628.9 | Com | 1.9 | No | 3.8 | 6.9 | No |
| Medium | No | A10 | 6870.7 | Com | 1.9 | No | 9.9 | 8.5 | No |
| Medium | No | C9 | 8049.6 | Com | 1.7 | No | 22.4 | 17.0 | No |
| Medium | No | A10 | 5799.2 | Res | 1.7 | No | 9.4 | 3.2 | No |
| Medium | No | C3 | 8241.9 | Com | 1.6 | No | 3.4 | 5.4 | No |
| Medium | No | C5 | 7677.2 | Com | 1.6 | No | 6.1 | 7.4 | No |
| Medium | No | E1 | 6065.9 | Res | 1.4 | No | 5.2 | 7.0 | No |
| Medium | No | B5 | 9926.7 | Res | 1.3 | No | 90.0 | 90.0 | No |
| Medium | No | A8 | 1095.2 | Com | 1.2 | No | 10.6 | 4.7 | No |
| Medium | No | C9 | 93.3 | Com | 1.1 |  | 6.6 | 7.2 | No |
| Medium | No | A10 | 10709.3 | Com | 1.1 | No | 8.9 | 7.0 | No |
| Medium | No | A10 | 3806.5 | Com | 0.9 | No | 8.4 | 4.2 | No |
| Medium | No | B7 | 3333.9 | Res | 0.9 | No | 12.1 | 12.1 | No |
| Medium | No | D7 | 2330.7 | Com | 0.8 | No | 10.5 | 4.8 | No |
| Medium | No | B5 | 6127.8 | Com | 0.7 | No | 27.5 | 15.3 | No |
| Medium | No | A10 | 1131.4 | Com | 0.7 | No | 10.2 | 13.8 | No |
| Medium | No | C6 | 674.2 | Com | 0.6 | No | 6.0 | 9.7 | No |
| Medium | No | B9 | 6432.7 | Com | 0.5 | No | 6.6 | 7.6 | No |
| Medium | No | C1 | 2914.0 | Com | 0.2 | No | 8.0 | 5.3 | No |
| Medium | No | A10 | 4513.7 | Com | 0.1 | No | 5.9 | 8.7 | No |
| Medium | No | C5 | 1641.0 | Com | 0.0 | No | 14.8 | 18.3 | No |
| Medium | No | D1 | 605.7 | Res | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | D1 | 3498.9 | Res | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | C8 | 288.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | C7 | 813.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | C7 | 851.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | C7 | 923.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | C7 | 1242.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | D1 | 3803.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | D1 | 3166.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | D1 | 753.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 317.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 697.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 829.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 1042.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 1131.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 1168.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 2317.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 2374.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 2476.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 2544.5 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | Yes | F2 | 1427.7 | Res | 15.2 | No | 14.6 | 14.0 | No |
| Low | Yes | E1 | 3656.0 | Com | 14.6 | No | 11.6 | 14.5 | No |
| Low | Yes | D4 | 4234.6 | Res | 14.6 | No | 8.7 | 8.9 | No |
| Low | Yes | B6 | 2685.9 | Res | 14.6 | No | 17.4 | 17.3 | No |
| Low | Yes | C1 | 5246.4 | Res | 14.5 | No | 7.3 | 13.7 | No |
| Low | Yes | C2 | 1951.6 | Com | 14.4 | No | 20.2 | 23.2 | No |
| Low | Yes | F2 | 1492.6 | Res | 14.4 | No | 10.1 | 9999.0 | No |
| Low | Yes | C2 | 1486.0 | Res | 14.3 | No | 26.4 | 19.3 | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | Yes | B5 | 19557.8 | Res | 14.3 | No | 19.9 | 7.3 | No |
| Low | Yes | B6 | 2287.3 | Res | 14.2 | No | 15.3 | 18.5 | No |
| Low | Yes | B9 | 2389.4 | Res | 14.1 | No | 19.8 | 20.9 | No |
| Low | Yes | B6 | 2561.8 | Res | 13.9 | No | 15.4 | 14.7 | No |
| Low | Yes | A1 | 669.6 | Res | 13.8 | No | 14.0 | 19.6 | No |
| Low | Yes | B9 | 2250.2 | Res | 13.8 | No | 6.7 | 10.5 | No |
| Low | Yes | B9 | 6121.6 | Com | 13.7 | No | 16.3 | 11.3 | No |
| Low | Yes | A1 | 589.5 | Res | 13.6 | No | 11.3 | 11.6 | No |
| Low | Yes | C1 | 6297.9 | Res | 13.6 | No | 15.6 | 14.4 | No |
| Low | Yes | B6 | 2603.1 | Res | 13.5 | No | 13.3 | 15.6 | No |
| Low | Yes | B1 | 7550.2 | Com | 13.4 | No | 11.3 | 7.9 | No |
| Low | Yes | A1 | 323.6 | Res | 13.4 | No | 5.6 | 9.5 | No |
| Low | Yes | C5 | 3089.3 | Res | 13.3 | No | 15.6 | 20.2 | No |
| Low | Yes | B9 | 759.3 | Res | 13.3 | No | 16.4 | 15.3 | No |
| Low | Yes | A9 | 32602.2 | Com | 13.2 | No | 17.6 | 23.6 | No |
| Low | Yes | C1 | 5361.0 | Res | 13.1 | No | 10.1 | 6.8 | No |
| Low | Yes | B6 | 2875.3 | Res | 13.1 | No | 15.2 | 15.1 | No |
| Low | Yes | A6 | 5197.7 | Res | 13.0 | No | 9.6 | 15.3 | No |
| Low | Yes | C2 | 1432.1 | Res | 12.9 | No | 21.9 | 19.1 | No |
| Low | Yes | A1 | 1027.5 | Com | 12.6 | No | 11.1 | 26.1 | No |
| Low | Yes | D4 | 4120.2 | Res | 12.6 | No | 9.7 | 10.1 | No |
| Low | Yes | A1 | 538.0 | Res | 12.6 | No | 13.9 | 18.6 | No |
| Low | Yes | C1 | 6284.3 | Res | 12.5 | No | 22.7 | 21.8 | No |
| Low | Yes | C1 | 5278.4 | Res | 12.5 | No | 24.9 | 19.7 | No |
| Low | Yes | B9 | 907.1 | Res | 12.5 | No | 13.9 | 14.3 | No |
| Low | Yes | B6 | 2535.4 | Res | 12.5 | No | 19.0 | 17.9 | No |
| Low | Yes | B6 | 2799.8 | Res | 12.5 | No | 13.2 | 10.5 | No |
| Low | Yes | C4 | 3127.5 | Com | 12.3 | No | 7.3 | 13.7 | No |
| Low | Yes | B5 | 15093.6 | Res | 12.3 | No | 21.5 | 19.0 | No |
| Low | Yes | D4 | 4164.4 | Res | 12.2 | No | 11.5 | 10.9 | No |
| Low | Yes | B9 | 802.8 | Res | 12.2 | No | 14.2 | 14.3 | No |
| Low | Yes | B9 | 2280.3 | Res | 12.2 | No | 9.8 | 18.1 | No |
| Low | Yes | B6 | 2631.6 | Res | 12.2 | No | 18.7 | 16.6 | No |
| Low | Yes | D4 | 3998.2 | Res | 12.1 | No | 9.8 | 8.7 | No |
| Low | Yes | B5 | 18582.0 | Res | 12.1 | No | 9.2 | 12.9 | No |
| Low | Yes | B9 | 2147.9 | Res | 12.1 | No | 13.4 | 15.2 | No |
| Low | Yes | F1 | 1922.3 | Res | 12.1 | No | 11.2 | 8.7 | No |
| Low | Yes | B5 | 13407.1 | Com | 12.0 | No | 14.8 | 15.7 | No |
| Low | Yes | C1 | 5429.1 | Res | 12.0 | No | 7.1 | 8.5 | No |
| Low | Yes | C1 | 5004.0 | Res | 12.0 | No | 7.1 | 7.8 | No |
| Low | Yes | B9 | 6021.6 | Res | 12.0 | No | 14.1 | 13.8 | No |
| Low | Yes | A1 | 5285.1 | Res | 11.9 | No | 17.9 | 15.7 | No |
| Low | Yes | B9 | 959.2 | Res | 11.9 | No | 12.1 | 13.3 | No |
| Low | Yes | B9 | 1106.5 | Res | 11.9 | No | 13.0 | 13.3 | No |
| Low | Yes | A6 | 2301.8 | Res | 11.8 | No | 12.7 | 14.8 | No |
| Low | Yes | B5 | 15369.6 | Res | 11.8 | No | 18.6 | 15.0 | No |
| Low | Yes | B5 | 16431.7 | Res | 11.8 | No | 19.2 | 9.3 | No |
| Low | Yes | C1 | 5619.5 | Res | 11.8 | No | 16.9 | 14.1 | No |
| Low | Yes | B6 | 2691.8 | Res | 11.8 | No | 14.0 | 10.3 | No |
| Low | Yes | B6 | 2788.2 | Res | 11.8 | No | 15.1 | 13.5 | No |
| Low | Yes | A1 | 441.5 | Res | 11.7 | No | 18.3 | 15.0 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | Yes | B9 | 3449.0 | Res | 11.7 | No | 15.8 | 12.5 | No |
| Low | Yes | B6 | 2887.1 | Res | 11.7 | No | 13.0 | 12.7 | No |
| Low | Yes | D4 | 3239.9 | Res | 11.6 | No | 12.5 | 12.2 | No |
| Low | Yes | B9 | 3010.5 | Res | 11.6 | No | 17.9 | 18.6 | No |
| Low | Yes | B9 | 5882.3 | Res | 11.6 | No | 13.0 | 11.0 | No |
| Low | Yes | F3 | 185.9 | Res | 11.6 | No | 13.9 | 12.8 | No |
| Low | Yes | C1 | 5589.8 | Res | 11.5 | No | 17.0 | 20.0 | No |
| Low | Yes | B9 | 3149.7 | Res | 11.5 | No | 19.0 | 16.1 | No |
| Low | Yes | C5 | 2474.6 | Com | 11.4 | No | 15.5 | 18.7 | No |
| Low | Yes | D4 | 3948.8 | Res | 11.4 | No | 10.0 | 9.4 | No |
| Low | Yes | B6 | 2845.0 | Res | 11.4 | No | 17.1 | 9.0 | No |
| Low | Yes | C7 | 4695.3 | Res | 11.3 | No | 16.3 | 20.1 | No |
| Low | Yes | A1 | 5322.5 | Res | 11.3 | No | 17.9 | 11.9 | No |
| Low | Yes | B5 | 14978.6 | Res | 11.3 | No | 15.2 | 20.1 | No |
| Low | Yes | B5 | 16520.7 | Res | 11.3 | No | 14.9 | 12.2 | No |
| Low | Yes | B9 | 2787.0 | Res | 11.3 | No | 16.5 | 20.9 | No |
| Low | Yes | F2 | 908.3 | Res | 11.2 | No | 8.3 | 9.2 | No |
| Low | Yes | C1 | 5573.6 | Res | 11.2 | No | 11.9 | 14.6 | No |
| Low | Yes | B9 | 6087.4 | Res | 11.2 | No | 17.1 | 19.3 | No |
| Low | Yes | E1 | 810.2 | Res | 11.2 | No | 12.6 | 10.4 | No |
| Low | Yes | F2 | 852.3 | Res | 11.1 | No | 9.7 | 6.8 | No |
| Low | Yes | E1 | 1698.1 | Res | 11.1 | No | 13.0 | 16.1 | No |
| Low | Yes | A1 | 588.7 | Res | 11.1 | No | 17.9 | 14.1 | No |
| Low | Yes | C7 | 4615.9 | Res | 11.0 | No | 20.0 | 12.3 | No |
| Low | Yes | B1 | 13485.3 | Res | 11.0 | No | 5.2 | 7.5 | No |
| Low | Yes | B1 | 13246.7 | Res | 11.0 | No | 2.5 | 11.4 | No |
| Low | Yes | A1 | 4352.1 | Res | 11.0 | No | 8.1 | 5.3 | No |
| Low | Yes | B9 | 2739.2 | Res | 11.0 | No | 18.7 | 19.4 | No |
| Low | Yes | C9 | 4581.9 | Res | 10.8 | No | 7.6 | 6.8 | No |
| Low | Yes | B5 | 19669.0 | Res | 10.8 | No | 11.8 | 11.1 | No |
| Low | Yes | C1 | 4928.0 | Res | 10.8 | No | 8.5 | 8.8 | No |
| Low | Yes | B9 | 1160.7 | Res | 10.8 | No | 10.5 | 16.2 | No |
| Low | Yes | E1 | 3327.6 | Res | 10.7 | No | 12.5 | 11.5 | No |
| Low | Yes | A1 | 345.5 | Res | 10.7 | No | 12.8 | 15.7 | No |
| Low | Yes | A2 | 144.1 | Res | 10.7 | No | 12.1 | 12.2 | No |
| Low | Yes | B9 | 840.7 | Res | 10.7 | No | 14.0 | 10.7 | No |
| Low | Yes | E1 | 1744.2 | Res | 10.6 | No | 14.0 | 15.0 | No |
| Low | Yes | C7 | 3533.8 | Res | 10.6 | No | 22.4 | 17.4 | No |
| Low | Yes | C1 | 4916.2 | Res | 10.6 | No | 22.0 | 15.8 | No |
| Low | Yes | B9 | 2912.7 | Res | 10.6 | No | 22.2 | 19.7 | No |
| Low | Yes | B9 | 3090.9 | Res | 10.6 | No | 15.0 | 17.1 | No |
| Low | Yes | B6 | 3168.4 | Res | 10.6 | No | 11.5 | 5.8 | No |
| Low | Yes | E1 | 824.6 | Res | 10.6 | No | 13.1 | 10.5 | No |
| Low | Yes | B6 | 3301.0 | Res | 10.5 | No | 8.1 | 12.6 | No |
| Low | Yes | C6 | 3133.4 | Com | 10.4 | No | 0.2 | 8.8 | No |
| Low | Yes | B2 | 18301.2 | Res | 10.3 | No | 18.3 | 9.7 | No |
| Low | Yes | B6 | 2960.1 | Res | 10.3 | No | 14.1 | 10.5 | No |
| Low | Yes | B6 | 2579.0 | Res | 10.3 | No | 13.1 | 15.3 | No |
| Low | Yes | D4 | 3870.9 | Res | 10.1 | No | 23.3 | 27.9 | No |
| Low | Yes | A1 | 375.2 | Res | 10.1 | No | 9.5 | 18.4 | No |
| Low | Yes | A6 | 5289.5 | Res | 10.1 | No | 6.9 | 12.1 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | Yes | B5 | 15403.5 | Res | 10.1 | No | 18.6 | 20.2 | No |
| Low | Yes | C1 | 4715.7 | Res | 10.1 | No | 9.4 | 7.8 | No |
| Low | Yes | B9 | 6759.2 | Res | 10.1 | No | 5.1 | 17.1 | No |
| Low | No | C9 | 4659.1 | Com | 10.0 | No | 14.7 | 13.9 | No |
| Low | No | B1 | 14180.5 | Com | 3.3 | Yes | 0.0 | 0.0 | No |
| Low | No | B1 | 12699.8 | Com | 3.8 | No | 5.9 | 7.9 | No |
| Low | No | D1 | 3807.6 | Com | 4.4 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2066.0 | Com | 8.0 | No | 4.8 | 7.0 | No |
| Low | No | A10 | 8116.9 | Com | 6.8 | No | 5.1 | 8.9 | No |
| Low | No | C5 | 2985.1 | Com | 10.0 | No | 16.6 | 21.2 | No |
| Low | No | C5 | 3249.4 | Com | 8.8 | Yes | 17.0 | 23.0 | No |
| Low | No | A3 | 2240.0 | Com | 4.6 | Yes | 12.7 | 14.8 | No |
| Low | No | A3 | 2273.7 | Com | 2.0 | Yes | 12.3 | 22.6 | No |
| Low | No | A3 | 3305.4 | Com | 2.6 | Yes | 7.1 | 12.4 | No |
| Low | No | A3 | 1819.9 | Com | 7.5 | No | 19.1 | 4.8 | No |
| Low | No | A5 | 1434.3 | Com | 4.8 | Yes | 14.4 | 7.6 | No |
| Low | No | A6 | 1891.9 | Com | 5.5 | No | 6.4 | 16.3 | No |
| Low | No | B5 | 29320.8 | Com | 10.0 | No | 14.8 | 10.6 | No |
| Low | No | B5 | 13480.3 | Com | 8.1 | Yes | 13.6 | 17.2 | No |
| Low | No | B8 | 2386.6 | Com | 7.7 | No | 7.5 | 9.4 | No |
| Low | No | B8 | 1836.4 | Com | 8.0 | No | 7.3 | 8.5 | No |
| Low | No | B9 | 6438.0 | Com | 3.0 | No | 5.9 | 2.8 | No |
| Low | No | B9 | 6094.2 | Com | 1.6 | No | 6.3 | 5.9 | No |
| Low | No | C9 | 4276.1 | Com | 9.3 | No | 6.0 | 5.5 | No |
| Low | No | D4 | 3291.9 | Res | 9.3 | No | 11.4 | 10.9 | No |
| Low | No | C9 | 4395.2 | Res | 4.6 | No | 7.2 | 8.2 | No |
| Low | No | C9 | 3043.7 | Res | 9.4 | No | 8.3 | 3.1 | No |
| Low | No | C9 | 2778.9 | Res | 9.7 | No | 9.1 | 4.7 | No |
| Low | No | C9 | 740.6 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| Low | No | C10 | 481.7 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| Low | No | C7 | 3280.9 | Res | 2.2 | No | 17.0 | 11.1 | No |
| Low | No | C7 | 3320.4 | Res | 7.5 | No | 14.0 | 24.7 | No |
| Low | No | B1 | 15358.4 | Res | 5.0 | Yes | 0.0 | 0.0 | No |
| Low | No | B1 | 13550.3 | Res | 6.4 | No | 5.2 | 8.5 | No |
| Low | No | D1 | 3857.9 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 3097.9 | Res | 2.8 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2740.2 | Res | 9.1 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2671.6 | Res | 3.9 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2097.8 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2429.2 | Res | 0.5 | No | 12.0 | 13.9 | No |
| Low | No | D1 | 3070.2 | Res | 2.0 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 3104.6 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 3207.6 | Res | 3.2 | Yes | 0.0 | 0.0 | No |
| Low | No | A10 | 3728.4 | Res | 9.7 | No | 16.0 | 17.2 | No |
| Low | No | B2 | 15451.2 | Res | 10.0 | No | 7.6 | 2.8 | No |
| Low | No | D2 | 135.8 | Res | 1.8 | No | 11.6 | 11.4 | No |
| Low | No | C6 | 3273.2 | Res | 3.1 | No | 19.1 | 21.1 | No |
| Low | No | A1 | 806.9 | Res | 9.8 | No | 1.5 | 19.4 | No |
| Low | No | A1 | 1132.0 | Res | 3.3 | No | 31.4 | 10.6 | No |
| Low | No | A1 | 4863.1 | Res | 9.9 | No | 11.7 | 15.6 | No |
| Low | No | A1 | 5446.0 | Res | 8.2 | No | 23.8 | 15.5 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | No | A1 | 4460.7 | Res | 8.8 | No | 14.9 | 18.0 | No |
| Low | No | A2 | 88.5 | Res | 10.0 | No | 19.0 | 11.0 | No |
| Low | No | A3 | 3234.7 | Res | 2.2 | Yes | 11.1 | 16.4 | No |
| Low | No | A3 | 1695.9 | Res | 2.9 | Yes | 11.8 | 8.4 | No |
| Low | No | A6 | 5166.6 | Res | 8.9 |  | 9.9 | 15.8 | No |
| Low | No | A6 | 2277.7 | Res | 1.8 | No | 10.5 | 7.5 | No |
| Low | No | A6 | 2131.5 | Res | 3.1 | Yes | 15.0 | 19.8 | No |
| Low | No | A6 | 2090.9 | Res | 2.5 | Yes | 14.7 | 19.1 | No |
| Low | No | A6 | 3021.8 | Res | 9.1 | No | 1.9 | 20.7 | No |
| Low | No | B5 | 14920.9 | Res | 7.6 | No | 18.2 | 15.0 | No |
| Low | No | B5 | 15323.2 | Res | 6.5 | No | 23.3 | 17.2 | No |
| Low | No | B5 | 15029.5 | Res | 9.3 | No | 145.7 | 23.6 | No |
| Low | No | B5 | 16484.8 | Res | 7.4 | No | 15.2 | 15.9 | No |
| Low | No | B5 | 18474.8 | Res | 9.8 | No | 14.6 | 11.6 | No |
| Low | No | B5 | 18767.9 | Res | 8.8 | No | 13.5 | 15.6 | No |
| Low | No | B5 | 19253.6 | Res | 4.0 | No | 16.9 | 15.8 | No |
| Low | No | B5 | 19582.7 | Res | 1.0 | No | 11.0 | 11.9 | No |
| Low | No | B8 | 8178.1 | Res | 2.0 | Yes | 4.6 | 6.7 | No |
| Low | No | B10 | 5216.7 | Res | 4.5 | No | 9.8 | 15.0 | No |
| Low | No | B10 | 5373.6 | Res | 6.9 | No | 9.1 | 4.1 | No |
| Low | No | B10 | 5311.6 | Res | 6.8 | No | 18.6 | 25.6 | No |
| Low | No | B10 | 5248.3 | Res | 8.4 | No | 30.6 | 38.0 | No |
| Low | No | B10 | 5163.8 | Res | 7.3 | No | 17.3 | 24.8 | No |
| Low | No | B10 | 5056.5 | Res | 8.4 | No | 19.4 | 18.2 | No |
| Low | No | B10 | 4992.7 | Res | 7.8 | No | 20.9 | 18.2 | No |
| Low | No | B10 | 7342.9 | Res | 9.6 | No | 14.9 | 12.7 | No |
| Low | No | B8 | 1959.8 | Res | 9.2 | No | 10.8 | 7.2 | No |
| Low | No | C1 | 5210.9 | Res | 8.8 | No | 25.0 | 21.1 | No |
| Low | No | C1 | 5035.5 | Res | 10.0 | No | 5.9 | 8.4 | No |
| Low | No | C1 | 4646.1 | Res | 9.8 | No | 6.2 | 7.9 | No |
| Low | No | C1 | 4643.5 | Res | 9.9 | No | 6.7 | 7.7 | No |
| Low | No | C1 | 5145.6 | Res | 8.9 | No | 16.5 | 17.4 | No |
| Low | No | C1 | 6456.5 | Res | 1.1 | No | 9.9 | 14.6 | No |
| Low | No | C1 | 2639.1 | Res | 3.3 | Yes | 11.3 | 4.5 | No |
| Low | No | B1 | 7583.6 | Res | 7.8 | No | 9.6 | 4.8 | No |
| Low | No | B1 | 7730.5 | Res | 0.5 | No | 17.2 | 8.4 | No |
| Low | No | B9 | 2091.0 | Res | 9.0 | No | 16.2 | 24.1 | No |
| Low | No | B9 | 2593.6 | Res | 9.4 | No | 24.1 | 19.7 | No |
| Low | No | B9 | 2836.6 | Res | 9.1 | No | 18.3 | 12.6 | No |
| Low | No | B9 | 3923.5 | Res | 6.5 | No | 11.8 | 7.6 | No |
| Low | No | B6 | 2208.0 | Res | 9.3 | No | 12.2 | 10.6 | No |
| Low | No | B6 | 2316.7 | Res | 8.7 | No | 11.6 | 10.8 | No |
| Low | No | B6 | 3298.7 | Res | 9.1 | No | 15.4 | 8.4 | No |
| Low | No | B6 | 3170.0 | Res | 8.5 | No | 12.2 | 8.7 | No |
| Low | No | B9 | 6084.2 | Res | 4.5 | No | 5.3 | 7.2 | No |
| Low | No | E1 | 3559.7 | Res | 7.8 | No | 13.2 | 12.4 | No |
| Low | No | C10 | 419.1 | Res | 2.6 | Yes | 12.2 | 19.4 | No |
| Low | No | C10 | 462.8 | Res | 3.4 | Yes | 22.3 | 21.9 | No |
| Low | No | C8 | 429.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | C8 | 266.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | C8 | 244.1 |  | 0.0 |  | 0.0 | 0.0 | No |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | No | C7 | 1216.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | C7 | 429.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 14083.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13903.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13868.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13806.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13779.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13741.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | D1 | 3717.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | D1 | 3050.4 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | D1 | 2987.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B3 | 509.5 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B3 | 644.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B3 | 886.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B3 | 992.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | A8 | 402.4 |  | 8.7 | No | 26.3 | 12.9 | No |
| High | No | B5 | 1387.7 | Com | 1.3 | Yes | 0.0 | 0.0 | Yes |
| High | No | A9 | 29246.6 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1371.1 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1298.0 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1263.0 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1162.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C7 | 1865.8 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C7 | 1982.7 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C7 | 2092.4 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C7 | 2196.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B1 | 11782.1 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B1 | 11537.9 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | D1 | 4149.1 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B3 | 1428.3 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B3 | 1644.3 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B3 | 1705.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | A1 | 3056.4 | Com | 0.0 | Yes | 16.2 | 20.3 | Yes |
| High | No | E7 | 203.3 | Com | 0.0 | Yes | 9.2 | 3.9 | Yes |
| High | No | E7 | 149.1 | Com | 0.0 | Yes | 7.1 | 4.4 | Yes |
| High | No | A5 | 506.2 | Com | 1.4 | Yes | 4.5 | 4.3 | Yes |
| High | No | A5 | 591.6 | Com | 0.7 | Yes | 4.8 | 3.8 | Yes |
| High | No | A5 | 654.4 | Com | 0.0 | Yes | 9.2 | 7.5 | Yes |
| High | No | A6 | 8723.4 | Com | 0.0 | Yes | 8.4 | 6.3 | Yes |
| High | No | B5 | 18163.2 | Com | 1.5 | Yes | 7.7 | 4.4 | Yes |
| High | No | B5 | 17660.1 | Com | 1.1 | Yes | 8.2 | 4.9 | Yes |
| High | No | B8 | 6868.9 | Com | 1.6 | Yes | 4.3 | 5.4 | Yes |
| High | No | C1 | 3805.9 | Com | 1.6 | Yes | 9.1 | 10.3 | Yes |
| High | No | B9 | 1622.8 | Com | 1.4 | Yes | 6.8 | 6.3 | Yes |
| High | No | A9 | 25219.0 | Com | 1.9 | Yes | 0.6 | 20.5 | Yes |
| High | No | C3 | 8535.3 | Com | 0.0 | Yes | 5.2 | 3.8 | Yes |
| High | No | C10 | 210.7 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1219.0 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1276.1 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1321.4 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | D1 | 4836.8 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |


| Location <br> Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient <br> Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | D1 | 5508.8 | Res | 1.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B3 | 1685.3 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B5 | 15715.2 | Res | 0.1 | Yes | 3.6 | 3.5 | Yes |
| High | No | B5 | 15624.2 | Res | 0.0 | Yes | 19.8 | 24.7 | Yes |
| High | No | C1 | 2301.7 | Res | 0.8 | Yes | 19.9 | 13.6 | Yes |
| High | No | C1 | 2170.7 | Res | 1.8 | Yes | 3.1 | 5.6 | Yes |
| High | No | C9 | 2179.0 | Res | 0.0 | Yes | 6.5 | 9.8 | Yes |
| High | No | C9 | 2133.7 | Res | 0.0 | Yes | 9.7 | 8.6 | Yes |
| High | No | C9 | 2053.7 | Res | 0.0 | Yes | 24.9 | 29.9 | Yes |
| High | No | C9 | 1667.1 | Res | 0.0 | Yes | 10.8 | 8.8 | Yes |
| High | No | C9 | 1638.9 | Res | 0.0 | Yes | 13.7 | 13.2 | Yes |
| High | No | C9 | 1587.0 | Res | 0.0 | Yes | 12.4 | 9.2 | Yes |
| High | No | C10 | 120.3 | Res | 0.0 | Yes | 11.6 | 23.8 | Yes |
| High | No | C10 | 638.5 | Res | 0.0 | Yes | 14.9 | 17.4 | Yes |
| High | No | C10 | 834.0 | Res | 0.0 | Yes | 14.1 | 18.8 | Yes |
| High | No | C10 | 859.9 | Res | 0.0 | Yes | 13.3 | 17.1 | Yes |
| High | No | C10 | 906.8 | Res | 0.0 | Yes | 15.7 | 19.5 | Yes |
| High | No | C10 | 929.5 | Res | 0.0 | Yes | 11.1 | 17.6 | Yes |
| High | No | C10 | 987.0 | Res | 0.0 | Yes | 8.0 | 14.7 | Yes |
| High | No | C10 | 1029.1 | Res | 0.0 | Yes | 7.6 | 8.1 | Yes |
| High | No | C10 | 1051.0 | Res | 0.0 | Yes | 15.5 | 10.1 | Yes |
| High | No | C10 | 1081.8 | Res | 0.0 | Yes | 13.3 | 17.6 | Yes |
| High | No | C10 | 1176.5 | Res | 0.0 | Yes | 8.8 | 18.5 | Yes |
| High | No | C10 | 1276.9 | Res | 0.0 | Yes | 14.0 | 13.1 | Yes |
| High | No | C8 | 478.4 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | A9 | 28269.5 |  | 0.1 | Yes | 2.8 | 3.9 | Yes |
| Medium | No | A9 | 27594.7 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | A9 | 27660.0 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | A9 | 34745.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | A9 | 34463.3 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C3 | 15796.3 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C3 | 8056.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C7 | 1121.8 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C7 | 167.7 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | D1 | 3440.6 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C5 | 7482.1 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C2 | 1480.9 | Com | 1.6 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | A1 | 1747.4 | Com | 0.9 | Yes | 8.4 | 0.7 | Yes |
| Medium | No | A1 | 4303.6 | Com | 1.7 | Yes | 7.1 | 11.0 | Yes |
| Medium | No | A1 | 3802.5 | Com | 1.8 | Yes | 5.0 | 11.3 | Yes |
| Medium | No | A3 | 919.4 | Com | 0.0 | Yes | 7.4 | 10.7 | Yes |
| Medium | No | A3 | 1206.4 | Com | 0.0 | Yes | 11.3 | 11.4 | Yes |
| Medium | No | A3 | 1659.5 | Com | 0.0 | Yes | 9.7 | 8.3 | Yes |
| Medium | No | A3 | 1679.3 | Com | 0.0 | Yes | 9.1 | 15.0 | Yes |
| Medium | No | A3 | 2848.9 | Com | 1.1 | Yes | 2.0 | 6.6 | Yes |
| Medium | No | A3 | 2915.1 | Com | 0.0 | Yes | 8.7 | 6.7 | Yes |
| Medium | No | A3 | 2239.8 | Com | 0.0 | Yes | 9.2 | 11.9 | Yes |
| Medium | No | A4 | 1050.7 | Com | 0.0 | Yes | 21.0 | 16.9 | Yes |
| Medium | No | A4 | 2812.3 | Com | 0.0 | Yes | 9.6 | 10.6 | Yes |
| Medium | No | A4 | 1279.8 | Com | 1.7 | Yes | 7.5 | 3.6 | Yes |
| Medium | No | A5 | 1491.9 | Com | 0.0 | Yes | 7.0 | 9.3 | Yes |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A5 | 1544.5 | Com | 0.0 | Yes | 8.1 | 15.5 | Yes |
| Medium | No | A5 | 1673.4 | Com | 0.0 | Yes | 14.0 | 12.1 | Yes |
| Medium | No | A5 | 1498.2 | Com | 0.0 | Yes | 12.5 | 11.2 | Yes |
| Medium | No | A5 | 1049.9 | Com | 0.0 | Yes | 8.3 | 15.2 | Yes |
| Medium | No | A6 | 7413.9 | Com | 0.0 | Yes | 7.0 | 9.3 | Yes |
| Medium | No | A6 | 8506.6 | Com | 0.0 | Yes | 9.2 | 7.7 | Yes |
| Medium | No | A6 | 10066.9 | Com | 0.0 | Yes | 9.6 | 5.7 | Yes |
| Medium | No | A6 | 6439.6 | Com | 0.0 | Yes | 5.1 | 6.8 | Yes |
| Medium | No | A6 | 6624.5 | Com | 0.0 | Yes | 12.0 | 9.9 | Yes |
| Medium | No | B5 | 1449.3 | Com | 1.4 | Yes | 24.9 | 25.4 | Yes |
| Medium | No | B5 | 2177.6 | Com | 1.1 | Yes | 28.4 | 18.1 | Yes |
| Medium | No | B5 | 2892.7 | Com | 0.4 | Yes | 14.6 | 13.9 | Yes |
| Medium | No | B5 | 3013.4 | Com | 0.1 | Yes | 28.2 | 26.2 | Yes |
| Medium | No | B5 | 3208.4 | Com | 1.0 | Yes | 15.6 | 7.4 | Yes |
| Medium | No | B8 | 7156.7 | Com | 1.6 | Yes | 6.1 | 5.8 | Yes |
| Medium | No | B8 | 7356.7 | Com | 1.0 | Yes | 4.5 | 3.8 | Yes |
| Medium | No | B8 | 8048.6 | Com | 0.7 | Yes | 6.3 | 6.4 | Yes |
| Medium | No | B8 | 8347.1 | Com | 1.9 | Yes | 7.5 | 8.3 | Yes |
| Medium | No | B8 | 8827.9 | Com | 1.2 | Yes | 7.9 | 5.5 | Yes |
| Medium | No | B8 | 8940.8 | Com | 1.4 | Yes | 5.6 | 3.6 | Yes |
| Medium | No | B8 | 9245.4 | Com | 1.3 | Yes | 4.9 | 8.1 | Yes |
| Medium | No | B8 | 9675.7 | Com | 1.5 | Yes | 4.2 | 6.6 | Yes |
| Medium | No | B8 | 9705.4 | Com | 1.6 | Yes | 6.3 | 5.0 | Yes |
| Medium | No | B8 | 9804.6 | Com | 1.7 | Yes | 5.4 | 4.7 | Yes |
| Medium | No | B8 | 9952.9 | Com | 1.7 | Yes | 3.6 | 5.6 | Yes |
| Medium | No | A10 | 1834.9 | Com | 1.3 | Yes | 6.8 | 6.2 | Yes |
| Medium | No | A10 | 1331.7 | Com | 1.1 | Yes | 6.8 | 4.4 | Yes |
| Medium | No | C1 | 7245.4 | Com | 1.4 | Yes | 6.7 | 7.4 | Yes |
| Medium | No | C1 | 7162.7 | Com | 1.7 | Yes | 6.8 | 7.9 | Yes |
| Medium | No | C1 | 7171.6 | Com | 1.0 | Yes | 8.4 | 6.8 | Yes |
| Medium | No | B1 | 9226.7 | Com | 1.5 | Yes | 7.5 | 5.4 | Yes |
| Medium | No | F1 | 1754.1 | Com | 1.1 | Yes | 7.3 | 7.4 | Yes |
| Medium | No | C3 | 27016.5 | Com | 1.6 | Yes | 9.4 | 7.4 | Yes |
| Medium | No | C9 | 923.8 | Com | 0.0 | Yes | 8.5 | 10.4 | Yes |
| Medium | No | C9 | 709.3 | Com | 0.9 | Yes | 9.9 | 8.9 | Yes |
| Medium | No | C9 | 591.2 | Com | 0.0 | Yes | 8.3 | 10.4 | Yes |
| Medium | No | C9 | 315.1 | Com | 0.0 | Yes | 19.3 | 16.7 | Yes |
| Medium | No | C3 | 7033.4 | Com | 0.0 | Yes | 5.2 | 7.8 | Yes |
| Medium | No | C3 | 8174.0 | Com | 1.8 | Yes | 6.8 | 6.1 | Yes |
| Medium | No | C3 | 17058.4 | Res | 0.7 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C7 | 215.9 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | D1 | 1177.7 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | A3 | 1798.2 | Res | 1.7 | Yes | 1.5 | 1.7 | Yes |
| Medium | No | A3 | 2978.6 | Res | 1.4 | Yes | 9.8 | 7.5 | Yes |
| Medium | No | A3 | 3345.5 | Res | 1.3 | Yes | 12.1 | 8.8 | Yes |
| Medium | No | C1 | 2970.7 | Res | 1.7 | Yes | 8.5 | 5.1 | Yes |
| Medium | No | C1 | 2504.6 | Res | 1.0 | Yes | 7.1 | 8.0 | Yes |
| Medium | No | C9 | 1313.5 | Res | 0.0 | Yes | 6.9 | 8.2 | Yes |
| Medium | No | C9 | 557.8 | Res | 0.0 | Yes | 5.9 | 10.5 | Yes |
| Medium | No | C10 | 484.7 | Res | 0.0 | Yes | 16.8 | 25.8 | Yes |
| Medium | No | F4 | 2568.4 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |


| Location Priority | Severe? (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C8 | 137.7 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C8 | 159.7 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C9 | 706.4 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | A5 | 1384.3 | Com | 0.0 | Yes | 7.7 | 8.8 | Yes |
| Low | No | C9 | 659.1 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C9 | 622.6 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C10 | 452.3 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C10 | 540.4 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C10 | 565.8 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | D1 | 5006.3 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | D1 | 2071.9 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | A1 | 4405.1 | Res | 1.4 | Yes | 7.4 | 7.3 | Yes |
| Low | No | A3 | 3269.6 | Res | 1.0 | Yes | 11.5 | 15.2 | Yes |
| Low | No | A3 | 1631.8 | Res | 0.0 | Yes | 9.4 | 7.0 | Yes |
| Low | No | A3 | 1609.4 | Res | 0.0 | Yes | 13.6 | 11.1 | Yes |
| Low | No | B8 | 9023.6 | Res | 1.5 | Yes | 6.9 | 6.9 | Yes |
| Low | No | C1 | 2669.0 | Res | 1.6 | Yes | 5.6 | 5.9 | Yes |
| Low | No | C1 | 2610.9 | Res | 1.4 | Yes | 8.2 | 8.7 | Yes |
| Low | No | C9 | 1442.1 | Res | 0.0 | Yes | 10.8 | 11.4 | Yes |
| Low | No | C9 | 1397.2 | Res | 0.0 | Yes | 12.9 | 13.5 | Yes |
| Low | No | C8 | 215.2 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C8 | 256.1 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C8 | 314.6 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C8 | 340.9 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Number of Non-Compliant Driveways |  |  |  |  |  |  |  |  | 2104 |


|  |  | Compliant <br> Non-Compliant |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |
| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route <br> Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| High | Yes | B5 | 110.0 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 733.2 | No | No | No | 0.00 | bench | No |
| High | Yes | F2 | 6504.7 | No | No | No | 0.00 |  | No |
| High | Yes | F2 | 7174.5 | No | No | No | 0.00 | bench | No |
| High | Yes | F2 | 8856.6 | No |  | No | 0.00 | bench | No |
| High | Yes | F2 | 10338.2 | No | No | No | 0.00 |  | No |
| High | Yes | F2 | 11329.3 | No | No | No | 0.00 | bench | No |
| High | Yes | F4 | 3501.8 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 16382.3 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 21087.5 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 34633.9 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 33305.4 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 32695.8 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 31320.1 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 36356.0 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 46914.5 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 44268.3 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 9452.0 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 22160.5 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 2813.9 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | E1 | 5362.5 | No | No | No | 0.00 |  | No |
| High | Yes | E1 | 6440.8 | No | No | No | 0.00 |  | No |
| High | Yes | E3 | 1144.5 | No | No | No | 0.00 |  | No |
| High | Yes | C3 | 14314.0 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 16865.8 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 17532.2 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 18284.2 | No |  | No | 0.00 |  | No |
| High | Yes | D7 | 1095.2 | No |  | No | 0.00 |  | No |
| High | Yes | D7 | 565.8 | No |  | No | 0.00 |  | No |
| High | Yes | D6 | 5100.3 | No |  | No | 0.00 |  | No |
| High | Yes | D4 | 3835.3 | No | No | No | 0.00 |  | No |
| High | Yes | C9 | 1765.0 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 6793.8 | No | No | No | 0.00 |  | No |
| High | Yes | C3 | 7749.2 | No | No | No | 0.00 |  | No |
| High | Yes | F2 | 8682.7 | No |  | No | 0.00 |  | No |
| High | Yes | F2 | 11207.8 | No |  | No | 0.00 |  | No |
| High | Yes | F2 | 12103.4 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 11223.4 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | A9 | 20465.5 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 21026.5 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 22138.6 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 23225.6 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 23339.4 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 25720.7 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 33968.5 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 31782.1 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 36359.6 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | A9 | 38524.0 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 46856.0 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 7224.0 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 7795.4 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 9511.3 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 1340.3 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 1891.7 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 2679.7 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | E1 | 5355.3 | No |  | No | 0.00 |  | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route <br> Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | D7 | 753.6 | No |  | No | 0.00 |  | No |
| High | Yes | D6 | 3270.4 | No |  | No | 0.00 |  | No |
| High | Yes | D6 | 2499.4 | No |  | No | 0.00 |  | No |
| High | Yes | D6 | 3278.1 | No |  | No | 0.00 |  | No |
| High | Yes | D4 | 2668.7 | No |  | No | 0.00 |  | No |
| High | Yes | D4 | 3046.5 | No |  | No | 0.00 |  | No |
| High | Yes | D4 | 5478.4 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | C9 | 6244.6 | No |  | No | 0.00 |  | No |
| High | Yes | C9 | 5372.4 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 10239.3 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 9621.2 | No |  | No | 0.00 |  | No |
| High | Yes | B1 | 13441.0 | No |  | No | 0.00 |  | No |
| High | Yes | B1 | 11085.7 | No |  | No | 0.00 |  | No |
| High | Yes | B1 | 10454.9 | No |  | No | 0.00 |  | No |
| High | Yes | D1 | 2993.6 | No |  | No | 0.00 |  | No |
| High | Yes | D1 | 3594.1 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 9647.6 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 10802.6 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 9455.8 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 6447.1 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 7668.1 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 5515.7 | No |  | No | 0.00 |  | No |
| High | Yes | B3 | 1474.5 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 4745.4 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 8413.4 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 8730.2 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 12903.8 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 14163.4 | No |  | No | 0.00 |  | No |
| High | Yes | C6 | 1865.4 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 7961.1 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 7369.6 | No | No | No | 0.00 |  | No |
| High | Yes | C5 | 6468.5 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 4170.8 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | C5 | 4297.8 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 5659.6 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 2049.7 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 1985.7 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 3284.9 | No |  | No | 0.00 |  | No |
| High | Yes | C2 | 5237.0 | Yes |  | No | 0.00 |  | No |
| High | Yes | C2 | 6328.5 | No |  | No | 0.00 |  | No |
| High | Yes | C2 | 6328.1 | No |  | No | 0.00 |  | No |
| High | Yes | C2 | 3303.7 | No |  | No | 0.00 |  | No |
| High | Yes | C2 | 1394.8 | No |  | No | 0.00 |  | No |
| High | Yes | C4 | 1255.6 | No |  | No | 0.00 |  | No |
| High | Yes | C4 | 3734.8 | No |  | No | 0.00 |  | No |
| High | Yes | C4 | 4875.2 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 1340.0 | No |  | No | 0.00 |  | No |
| High | Yes | A1 | 5036.6 | No | No | No | 0.00 |  | No |
| High | Yes | A1 | 5006.7 | No | No | No | 0.00 |  | No |
| High | Yes | A4 | 1501.5 | No | No | No | 0.00 | sign attached to light pole | No |
| High | Yes | A4 | 2253.1 | No | No | No | 0.00 | temporary | No |
| High | Yes | A4 | 4271.1 | No | No | No | 0.00 |  | No |
| High | Yes | A4 | 3323.4 | No | No | No | 0.00 |  | No |
| High | Yes | A4 | 4170.6 | No | No | No | 0.00 |  | No |
| High | Yes | A6 | 5942.4 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 31200.0 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 27655.7 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 27967.4 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 29049.0 | No | No | No | 0.00 | bench | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route <br> Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B5 | 29971.0 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 25962.3 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 24589.8 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 24689.8 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 23375.3 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 20307.6 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 1407.6 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 3971.5 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 4976.3 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 4181.6 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 7717.9 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 14024.7 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 14560.0 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 16298.6 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 16688.1 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 17360.5 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 18210.3 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 19366.1 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 19076.5 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 18271.9 | No | No | No | 0.00 |  | No |
| High | Yes | B10 | 3944.6 | No | No | No | 0.00 |  | No |
| High | Yes | B10 | 4673.2 | No | No | No | 0.00 | bench | No |
| High | Yes | B10 | 5569.3 | No | No | No | 0.00 |  | No |
| High | Yes | B10 | 5629.2 | No | No | No | 0.00 |  | No |
| High | Yes | B1 | 3717.5 | No | No | No | 0.00 | bench | No |
| High | Yes | B1 | 5287.8 | No | No | No | 0.00 | benches | No |
| High | Yes | B1 | 4454.1 | No | No | No | 0.00 | bench | No |
| High | Yes | B1 | 10206.8 | No | No | No | 0.00 |  | No |
| High | Yes | B9 | 1959.8 | No | No | No | 0.00 | bench | No |
| High | Yes | B9 | 2472.1 | No | No | No | 0.00 | temporary | No |
| High | Yes | B9 | 3247.4 | No | No | No | 0.00 | bench | No |
| High | Yes | B9 | 3194.8 | No | No | No | 0.00 |  | No |
| High | Yes | B9 | 2560.4 | No | No | No | 0.00 | bench | No |
| High | Yes | B9 | 2053.5 | No | No | No | 0.00 |  | No |
| High | Yes | B9 | 1329.4 | No | No | No | 0.00 | bench | No |
| High | Yes | B6 | 3063.8 | No | No | No | 0.00 | bench | No |
| High | Yes | B6 | 3053.8 | No | No | No | 0.00 | bench | No |
| High | Yes | B6 | 1173.9 | No | No | No | 0.00 |  | No |
| High | No | F1 | 753.1 | No | Yes | Yes | 2.20 |  | No |
| High | No | F5 | 2420.2 | No |  | Yes | 2.20 |  | No |
| High | No | F5 | 1511.4 | No |  | Yes | 2.30 |  | No |
| High | No | A9 | 2166.7 | Yes | Yes | Yes | 2.10 |  | No |
| High | No | A9 | 20381.4 | No | No | Yes | 2.20 |  | No |
| High | No | A9 | 23465.5 | No | No | Yes | 1.60 |  | No |
| High | No | A9 | 24271.3 | No | Yes | Yes | 5.70 |  | No |
| High | No | A9 | 24657.4 | No |  | Yes | 3.40 |  | No |
| High | No | A9 | 41268.1 | No | No | Yes | 2.70 |  | No |
| High | No | A9 | 43710.7 | Yes | Yes | Yes | 6.10 |  | No |
| High | No | D4 | 2630.3 | Yes | Yes | Yes | 2.90 |  | No |
| High | No | D4 | 4435.8 | No | No | Yes | 1.40 |  | No |
| High | No | C9 | 5314.5 | No | No | Yes | 2.00 |  | No |
| High | No | B5 | 926.4 | No |  | Yes | 4.20 |  | No |
| High | No | F2 | 6295.9 | No | Yes | Yes | 3.90 |  | No |
| High | No | F2 | 9623.3 | No |  | Yes | 2.60 |  | No |
| High | No | F2 | 10229.2 | No |  | Yes | 2.30 |  | No |
| High | No | F4 | 143.3 | No | Yes | Yes | 3.60 |  | No |
| High | No | F5 | 1737.0 | No |  | Yes | 3.50 |  | No |
| High | No | A9 | 20750.7 | No |  | Yes | 5.80 |  | No |
| High | No | A9 | 22023.3 | No | Yes | Yes | 4.90 |  | No |


| Location Priority | Severe? (Y/N) | Route <br> Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | A9 | 41544.9 | No |  | Yes | 3.00 |  | No |
| High | No | C3 | 23456.1 | Yes | Yes | Yes | 3.30 |  | No |
| High | No | C3 | 20780.7 | No |  | Yes | 2.10 |  | No |
| High | No | D7 | 4437.1 | No |  | Yes | 3.20 |  | No |
| High | No | C3 | 16725.3 | No |  | Yes | 2.70 |  | No |
| High | No | D4 | 4626.6 | No |  | Yes | 3.00 |  | No |
| High | No | B1 | 14960.3 | Yes | No | Yes | 3.50 |  | No |
| High | No | B1 | 13962.3 | No |  | Yes | 5.40 |  | No |
| High | No | B1 | 12311.4 | No |  | Yes | 4.30 |  | No |
| High | No | B2 | 577.2 | Yes | Yes | Yes | 3.20 |  | No |
| High | No | C5 | 9777.5 | No |  | Yes | 2.40 |  | No |
| High | No | C5 | 5547.0 | Yes | Yes | Yes | 2.80 |  | No |
| High | No | C5 | 3474.6 | No |  | Yes | 2.70 |  | No |
| High | No | C5 | 2519.4 | No |  | Yes | 3.50 |  | No |
| High | No | C2 | 3734.9 | Yes |  | Yes | 2.50 |  | No |
| High | No | C4 | 2987.7 | No |  | Yes | 3.80 |  | No |
| High | No | A1 | 2999.6 | No | No | Yes | 5.00 |  | No |
| High | No | A4 | 2651.8 | No | No | Yes | 1.80 |  | No |
| High | No | A4 | 3461.0 | No | No | Yes | 4.30 |  | No |
| High | No | B5 | 29968.9 | No | No | Yes | 2.10 |  | No |
| High | No | B5 | 28918.1 | No | No | Yes | 2.30 |  | No |
| High | No | B5 | 25803.2 | No | No | Yes | 2.50 | bench | No |
| High | No | B5 | 24014.6 | No | No | Yes | 2.20 | bench | No |
| High | No | B5 | 9767.7 | No | No | Yes | 1.50 |  | No |
| High | No | B5 | 12066.6 | No | No | Yes | 2.50 | bench | No |
| High | No | B5 | 11485.4 | No | No | Yes | 0.30 |  | No |
| High | No | B5 | 10710.7 | No | No | Yes | 1.70 |  | No |
| High | No | B5 | 10782.3 | Yes | Yes | Yes | 2.70 |  | No |
| High | No | B5 | 17228.9 | Yes | Yes | Yes | 2.80 |  | No |
| High | No | B8 | 8497.2 | No | No | Yes | 1.70 |  | No |
| High | No | B8 | 9520.4 | No | No | Yes | 0.60 |  | No |
| High | No | B8 | 5743.2 | Yes | No | Yes | 1.70 |  | No |
| High | No | B8 | 5230.3 | Yes | No | Yes | 1.30 |  | No |
| High | No | B8 | 3589.4 | No | No | Yes | 2.80 |  | No |
| High | No | B1 | 4633.6 | Yes | Yes | Yes | 2.40 |  | No |
| High | No | B1 | 7361.2 | No | Yes | Yes | 2.10 |  | No |
| High | No | B1 | 7674.4 | No | Yes | Yes | 2.30 |  | No |
| High | No | B6 | 2197.5 | Yes | Yes | Yes | 3.40 |  | No |
| Medium | Yes | A9 | 14.5 | No |  | No | 0.00 |  | No |
| Medium | Yes | A9 | 10230.0 | No |  | No | 0.00 |  | No |
| Medium | Yes | A9 | 17544.7 | No |  | No | 0.00 |  | No |
| Medium | Yes | A9 | 39457.2 | No | No | No | 0.00 |  | No |
| Medium | Yes | A9 | 50694.5 | No |  | No | 0.00 |  | No |
| Medium | Yes | A9 | 48898.3 | No |  | No | 0.00 |  | No |
| Medium | Yes | A9 | 45124.9 | No |  | No | 0.00 |  | No |
| Medium | Yes | E1 | 6851.4 | No |  | No | 0.00 |  | No |
| Medium | Yes | E1 | 7629.0 | No |  | No | 0.00 |  | No |
| Medium | Yes | E1 | 8281.8 | No |  | No | 0.00 |  | No |
| Medium | Yes | C3 | 23681.2 | No | No | No | 0.00 |  | No |
| Medium | Yes | C3 | 21233.2 | No |  | No | 0.00 |  | No |
| Medium | Yes | C3 | 20332.7 | No |  | No | 0.00 |  | No |
| Medium | Yes | C3 | 19316.0 | No |  | No | 0.00 |  | No |
| Medium | Yes | D7 | 2508.8 | No |  | No | 0.00 |  | No |
| Medium | Yes | C3 | 8474.5 | No | No | No | 0.00 |  | No |
| Medium | Yes | F2 | 7941.7 | No |  | No | 0.00 |  | No |
| Medium | Yes | A8 | 1223.1 | No |  | No | 0.00 |  | No |
| Medium | Yes | A9 | 2138.6 | No |  | No | 0.00 |  | No |
| Medium | Yes | A9 | 35426.1 | No |  | No | 0.00 |  | No |
| Medium | Yes | C3 | 21879.7 | No |  | No | 0.00 |  | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route <br> Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C3 | 19404.5 | No |  | No | 0.00 |  | No |
| Medium | Yes | C3 | 18557.6 | No |  | No | 0.00 |  | No |
| Medium | Yes | E1 | 4644.3 | No |  | No | 0.00 |  | No |
| Medium | Yes | D7 | 1871.0 | No |  | No | 0.00 |  | No |
| Medium | Yes | D6 | 2518.6 | No |  | No | 0.00 |  | No |
| Medium | Yes | D6 | 869.0 | No |  | No | 0.00 |  | No |
| Medium | Yes | D6 | 1257.8 | No |  | No | 0.00 |  | No |
| Medium | Yes | D4 | 6357.4 | No |  | No | 0.00 |  | No |
| Medium | Yes | D1 | 1997.3 | No |  | No | 0.00 |  | No |
| Medium | Yes | B2 | 9729.9 | No |  | No | 0.00 |  | No |
| Medium | Yes | C6 | 537.9 | No |  | No | 0.00 |  | No |
| Medium | Yes | C5 | 2428.2 | No |  | No | 0.00 |  | No |
| Medium | Yes | C2 | 5345.7 | No |  | No | 0.00 |  | No |
| Medium | Yes | C2 | 2120.7 | No |  | No | 0.00 |  | No |
| Medium | Yes | C2 | 486.8 | No |  | No | 0.00 |  | No |
| Medium | Yes | A1 | 1377.6 | No | No | No | 0.00 |  | No |
| Medium | Yes | A1 | 1226.3 | No | No | No | 0.00 |  | No |
| Medium | Yes | A3 | 1416.2 | No | No | No | 0.00 |  | No |
| Medium | Yes | B5 | 30676.5 | No | No | No | 0.00 |  | No |
| Medium | Yes | B5 | 23334.1 | No | No | No | 0.00 |  | No |
| Medium | Yes | B5 | 20347.0 | No | No | No | 0.00 |  | No |
| Medium | Yes | B5 | 1466.3 | No | No | No | 0.00 |  | No |
| Medium | Yes | B5 | 4242.9 | No | No | No | 0.00 |  | No |
| Medium | Yes | B5 | 4819.5 | No | No | No | 0.00 |  | No |
| Medium | Yes | B5 | 7536.3 | No | No | No | 0.00 | bench | No |
| Medium | Yes | B5 | 6448.4 | No | No | No | 0.00 |  | No |
| Medium | Yes | B8 | 3238.8 | No | No | No | 0.00 |  | No |
| Medium | Yes | B1 | 9077.2 | No | No | No | 0.00 |  | No |
| Medium | Yes | B1 | 8196.7 | No | No | No | 0.00 |  | No |
| Medium | No | E9 | 1440.0 | Yes | Yes | Yes | 2.90 |  | No |
| Medium | No | F1 | 1626.7 | Yes | Yes | Yes | 2.20 |  | No |
| Medium | No | F2 | 2746.8 | No | No | Yes | 1.80 |  | No |
| Medium | No | F4 | 2404.1 | No |  | Yes | 7.00 |  | No |
| Medium | No | A9 | 5716.1 | No |  | Yes | 2.80 |  | No |
| Medium | No | A9 | 48853.2 | Yes | Yes | Yes | 2.20 |  | No |
| Medium | No | A9 | 26816.3 | No |  | Yes | 4.80 |  | No |
| Medium | No | A9 | 42882.7 | Yes | Yes | Yes | 4.00 |  | No |
| Medium | No | A9 | 39930.8 | Yes | Yes | Yes | 2.80 |  | No |
| Medium | No | A9 | 49012.3 | Yes | Yes | Yes | 3.00 |  | No |
| Medium | No | E3 | 1262.6 | No |  | Yes | 2.90 |  | No |
| Medium | No | D4 | 5761.6 | Yes | Yes | Yes | 2.50 |  | No |
| Medium | No | B2 | 7486.3 | Yes | Yes | Yes | 2.80 |  | No |
| Medium | No | C5 | 6596.8 | No | No | Yes | 1.50 | displacement | No |
| Medium | No | A9 | 27366.4 | No |  | Yes | 2.30 |  | No |
| Medium | No | A1 | 3227.9 | No | No | Yes | 3.60 |  | No |
| Medium | No | B8 | 9734.2 | No | No | Yes | 3.10 |  | No |
| Medium | No | B8 | 8067.5 | No | No | Yes | 2.30 |  | No |
| Medium | No | B8 | 6948.4 | No | No | Yes | 2.80 |  | No |
| Medium | No | B8 | 4363.3 | Yes | No | Yes | 0.30 |  | No |
| Medium | No | B6 | 25.1 | No | No | Yes | 2.30 | bench | No |
| Medium | No | B6 | 118.7 | Yes | Yes | Yes | 2.70 |  | No |
| Medium | No | B6 | 2083.3 | Yes | Yes | Yes | 2.90 | bench | No |
| Low | Yes | E1 | 863.3 | No |  | No | 0.00 |  | No |
| Low | Yes | B9 | 3507.2 | No | No | No | 0.00 | bench | No |
| Low | Yes | B6 | 2482.9 | No | No | No | 0.00 | bench | No |
| High | No | A9 | 14721.3 | Yes | Yes | Yes | 0.60 |  | Yes |
| High | No | A9 | 42288.5 | Yes | Yes | Yes | 0.50 |  | Yes |
| High | No | A9 | 40579.8 | Yes | Yes | Yes | 1.80 |  | Yes |
| High | No | D7 | 3965.1 | No |  | Yes | 1.20 |  | Yes |


| Location Priority | Severe? <br> (Y/N) | Route Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | E1 | 2093.7 | No |  | Yes | 1.90 |  | Yes |
| High | No | F2 | 6925.3 | Yes | Yes | Yes | 0.40 |  | Yes |
| High | No | F4 | 1199.9 | No |  | Yes | 2.00 |  | Yes |
| High | No | F4 | 2397.5 | No |  | Yes | 1.10 |  | Yes |
| High | No | A9 | 24345.2 | No | Yes | Yes | 1.50 |  | Yes |
| High | No | A9 | 26211.4 | No |  | Yes | 1.40 |  | Yes |
| High | No | A9 | 26399.5 | No |  | Yes | 2.00 |  | Yes |
| High | No | A9 | 30771.9 | No |  | Yes | 1.90 |  | Yes |
| High | No | A9 | 32725.7 | No |  | Yes | 1.40 |  | Yes |
| High | No | A9 | 31260.1 | No |  | Yes | 2.00 |  | Yes |
| High | No | A9 | 37940.5 | Yes | Yes | Yes | 1.80 |  | Yes |
| High | No | A9 | 50132.1 | No |  | Yes | 1.80 |  | Yes |
| High | No | E4 | 5594.5 | No |  | Yes | 0.00 |  | Yes |
| High | No | D1 | 4414.4 | Yes | Yes | Yes | 1.70 |  | Yes |
| High | No | B3 | 2650.7 | Yes | Yes | Yes | 1.00 |  | Yes |
| High | No | B2 | 11402.0 | No |  | Yes | 1.50 |  | Yes |
| High | No | B2 | 14106.9 | Yes | Yes | Yes | 2.00 |  | Yes |
| High | No | B5 | 22659.7 | Yes | Yes | Yes | 1.50 |  | Yes |
| High | No | B5 | 3111.7 | Yes | Yes | Yes | 0.30 |  | Yes |
| High | No | B5 | 2707.0 | Yes | Yes | Yes | 0.20 |  | Yes |
| High | No | B5 | 9247.2 | Yes | Yes | Yes | 0.60 | bench | Yes |
| High | No | B5 | 12119.9 | Yes | Yes | Yes | 1.00 |  | Yes |
| High | No | B1 | 3828.2 | Yes | Yes | Yes | 1.70 | bench | Yes |
| High | No | B1 | 5466.6 | Yes | Yes | Yes | 1.80 | bench | Yes |
| High | No | B1 | 6487.2 | Yes | Yes | Yes | 1.10 |  | Yes |
| High | No | B1 | 6745.7 | Yes | Yes | Yes | 0.30 |  | Yes |
| High | No | B6 | 1169.3 | Yes | Yes | Yes | 1.30 |  | Yes |
| High | No | B6 | 1799.0 | Yes | Yes | Yes | 1.40 | bench | Yes |
| High | No | B6 | 1777.9 | Yes | Yes | Yes | 1.60 | bench | Yes |
| Medium | No | F1 | 1959.7 | Yes | Yes | Yes | 1.80 |  | Yes |
| Medium | No | F4 | 1219.7 | No | Yes | Yes | 1.70 |  | Yes |
| Medium | No | A9 | 2652.2 | No |  | Yes | 2.00 |  | Yes |
| Medium | No | A9 | 11034.3 | Yes | Yes | Yes | 1.90 |  | Yes |
| Medium | No | A9 | 35423.1 | Yes | Yes | Yes | 1.90 |  | Yes |
| Medium | No | A9 | 39426.5 | Yes | Yes | Yes | 1.10 |  | Yes |
| Medium | No | A9 | 37745.3 | Yes | Yes | Yes | 1.30 |  | Yes |
| Medium | No | E1 | 4234.7 | No |  | Yes | 0.70 |  | Yes |
| Medium | No | A9 | 278.8 | No |  | Yes | 1.60 |  | Yes |
| Medium | No | A9 | 28384.8 | No |  | Yes | 1.80 |  | Yes |
| Medium | No | A9 | 45054.7 | Yes | Yes | Yes | 1.10 |  | Yes |
| Medium | No | A9 | 43909.9 | Yes | Yes | Yes | 1.30 |  | Yes |
| Medium | No | E1 | 3874.7 | Yes | Yes | Yes | 1.60 |  | Yes |
| Medium | No | A10 | 6566.9 | No |  | Yes | 0.00 |  | Yes |
| Medium | No | B3 | 112.0 | Yes | Yes | Yes | 2.00 |  | Yes |
| Medium | No | C5 | 7524.4 | No |  | Yes | 1.60 |  | Yes |
| Medium | No | B5 | 21866.9 | Yes | Yes | Yes | 2.00 |  | Yes |
| Medium | No | B10 | 4840.2 | Yes | Yes | Yes | 1.10 | benches | Yes |
| Medium | No | A9 | 18803.6 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 17484.6 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 16301.9 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 14746.8 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 12203.0 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 10726.0 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 5536.6 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 2294.7 | No |  |  | 0.00 |  | Yes |
| Low | No | F4 | 3557.1 | No |  | Yes | 1.70 |  | Yes |
| Number of Non-Compliant Transit Stops |  |  |  |  |  |  |  |  | 288 |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route | Postmile | Obstruction Type | Protruding Object | Overhanging Object | Other | Change in Level | Horizontal Gap |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | E1 | 2021.3 | Utility Pole |  |  |  | Pot Hole |  |
| High | Yes | A9 | 34047.4 | Utility Pole | Veg |  |  |  |  |
| High | Yes | D6 | 2648.7 | Utility Pole |  |  | fire hydrant |  |  |
| High | Yes | C7 | 4509.6 | Utility Pole |  |  |  |  |  |
| High | Yes | B1 | 15890.4 |  |  | Guy Wire |  |  |  |
| High | Yes | C2 | 3081.6 | Utility Pole |  |  |  |  |  |
| High | Yes | A3 | 182.8 |  |  | Guy Wire |  |  |  |
| High | Yes | A6 | 4703.7 |  |  | Guy Wire |  |  |  |
| High | Yes | A6 | 4070.4 |  |  | Guy Wire |  |  |  |
| High | Yes | B5 | 14198.7 | Utility Pole |  |  |  |  |  |
| High | Yes | E8 | 426.2 | Utility Pole |  |  |  |  |  |
| High | Yes | B5 | 16835.0 |  |  | Guy Wire |  |  |  |
| High | Yes | B6 | 1155.5 | Utility Pole |  |  |  |  |  |
| High | Yes | B9 | 7211.4 | Utility Pole |  |  |  |  |  |
| High | Yes | B5 | 110.0 | Utility Pole |  |  |  |  |  |
| High | Yes | A9 | 25182.5 | Utility Pole |  |  | pole and fire hydrant |  |  |
| High | Yes | C3 | 16962.5 |  |  | Guy Wire |  |  |  |
| High | Yes | D5 | 1764.1 | Utility Pole |  |  |  |  |  |
| High | Yes | D5 | 1460.0 | Utility Pole |  |  |  |  |  |
| High | Yes | C3 | 8543.1 |  |  | Guy Wire |  |  |  |
| High | Yes | F2 | 4039.7 |  |  |  |  | Utility Cover |  |
| High | Yes | F2 | 4366.3 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 6182.0 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 6925.5 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 12181.0 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 12275.7 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 12546.2 |  |  |  |  | Displacement |  |
| High | Yes | F4 | 38.2 |  |  |  |  | Utility Cover |  |
| High | Yes | F5 | 2298.0 |  |  |  |  | Pot Hole |  |
| High | Yes | F5 | 1851.6 |  |  |  | rough crossing | Pot Hole |  |
| High | Yes | A9 | 24416.0 |  |  |  | rough crossing | Utility Cover |  |
| High | Yes | A9 | 24758.9 |  |  |  |  | Pot Hole |  |
| High | Yes | A9 | 24799.7 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 24816.2 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 25519.5 |  |  |  |  | Utility Cover |  |
| High | Yes | A9 | 26182.4 |  |  |  |  | Tree Well |  |
| High | Yes | A9 | 26228.3 |  |  |  |  | Tree Well | Pot Hole |
| High | Yes | A9 | 29399.6 |  |  |  |  | Pot Hole |  |
| High | Yes | A9 | 29412.2 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 29432.0 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 31046.3 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 30798.7 |  |  |  |  | Pot Hole |  |
| High | Yes | A9 | 34520.4 |  |  |  |  | Utility Cover |  |
| High | Yes | E4 | 5624.3 |  |  |  |  | Pot Hole |  |
| High | Yes | E1 | 9473.4 |  |  |  |  | Pot Hole | Pot Hole |
| High | Yes | C3 | 23445.0 |  |  |  |  | Displacement |  |
| High | Yes | D7 | 2589.5 |  |  |  |  | Pot Hole |  |
| High | Yes | E1 | 2078.3 |  |  |  |  | Displacement |  |
| High | Yes | E1 | 2159.1 |  |  |  |  | Displacement |  |
| High | Yes | D6 | 3869.1 |  |  |  |  | Displacement |  |
| High | Yes | D6 | 2876.2 |  |  |  | severe | Displacement |  |
| High | Yes | D6 | 2832.9 |  |  |  |  | Utility Cover |  |
| High | Yes | D6 | 2494.0 |  |  |  |  | Utility Cover |  |
| High | Yes | D6 | 2575.3 |  |  |  |  | Utility Cover |  |
| High | Yes | D4 | 3646.3 |  |  |  |  | Displacement |  |
| High | Yes | C9 | 5347.8 | Veg |  | Veg |  |  |  |
| High | Yes | C9 | 1584.8 | Veg |  | Veg |  |  |  |
| High | Yes | C9 | 1552.7 |  |  |  |  | Displacement |  |
| High | Yes | C9 | 1526.9 |  |  |  |  | Displacement |  |
| High | Yes | A10 | 7733.0 | Veg |  | Veg |  |  |  |
| High | Yes | C10 | 173.7 |  |  |  |  | Displacement | Pot Hole |


| High | Yes | C10 | 200.8 |  |  |  | Displacement | Pot Hole |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | C10 | 212.8 |  |  |  | Displacement |  |
| High | Yes | C8 | 1111.6 |  |  |  | Displacement |  |
| High | Yes | C7 | 3883.2 |  |  |  | Displacement |  |
| High | Yes | C7 | 3841.2 |  |  |  | Pot Hole |  |
| High | Yes | C7 | 2479.0 |  |  |  | Displacement |  |
| High | Yes | C7 | 1646.4 |  |  |  | Displacement |  |
| High | Yes | B1 | 14030.2 |  |  |  | Displacement |  |
| High | Yes | B1 | 13341.0 | Veg | Veg |  |  |  |
| High | Yes | B1 | 11632.0 | Veg | Veg |  |  |  |
| High | Yes | B1 | 11047.4 | Veg | Veg |  |  |  |
| High | Yes | B1 | 10592.3 |  |  |  | Utility Cover | Pot Hole |
| High | Yes | D1 | 5134.5 | Veg | Veg |  |  |  |
| High | Yes | D1 | 4062.8 |  |  |  | Displacement |  |
| High | Yes | D1 | 4065.4 |  |  |  | Displacement |  |
| High | Yes | D1 | 2965.8 |  | Veg |  |  |  |
| High | Yes | A10 | 9642.3 |  | Veg |  |  |  |
| High | Yes | A10 | 7589.4 |  |  | x2 | Displacement |  |
| High | Yes | A10 | 5443.7 |  |  |  | Displacement |  |
| High | Yes | D2 | 655.8 |  |  |  | Displacement |  |
| High | Yes | D2 | 678.4 |  |  |  | Pot Hole |  |
| High | Yes | D2 | 734.0 |  |  |  | Pot Hole |  |
| High | Yes | C6 | 2497.6 |  |  |  | Utility Cover | Pot Hole |
| High | Yes | C6 | 1855.3 |  | Veg |  |  |  |
| High | Yes | C6 | 804.0 |  |  |  | Pot Hole |  |
| High | Yes | C5 | 5943.9 |  |  |  | Pot Hole |  |
| High | Yes | C5 | 2584.5 |  |  |  | Displacement |  |
| High | Yes | C2 | 3617.3 |  |  |  | Displacement |  |
| High | Yes | C2 | 3081.6 |  |  |  | Pot Hole | Pot Hole |
| High | Yes | C2 | 2857.9 |  |  |  | Displacement |  |
| High | Yes | C2 | 2789.3 |  |  |  | Utility Cover |  |
| High | Yes | C2 | 1362.8 |  | Veg |  |  |  |
| High | Yes | C4 | 2971.1 |  | Veg |  |  |  |
| High | Yes | C5 | 1376.0 |  |  |  | Displacement |  |
| High | Yes | A1 | 3070.9 |  |  |  | Displacement | Displacement |
| High | Yes | A2 | 1930.5 |  |  |  | Displacement | Displacement |
| High | Yes | A4 | 3555.3 |  |  |  | Utility Cover | Utility Cover |
| High | Yes | A4 | 4161.3 |  |  |  | Displacement | Displacement |
| High | Yes | A5 | 523.4 |  |  |  | Displacement | Displacement |
| High | Yes | A6 | 10857.6 | Veg | Veg |  |  |  |
| High | Yes | A6 | 9084.6 |  |  |  | Displacement | Displacement |
| High | Yes | A6 | 9117.1 |  |  |  | Displacement | Displacement |
| High | Yes | A6 | 5626.4 |  |  |  | Displacement | Displacement |
| High | Yes | A6 | 5652.6 |  |  |  | Displacement | Displacement |
| High | Yes | A6 | 3522.9 |  |  |  | Displacement | Displacement |
| High | Yes | A6 | 3865.5 |  |  |  | Displacement |  |
| High | Yes | A6 | 4060.1 |  |  |  | Displacement | Displacement |
| High | Yes | A6 | 3800.1 |  |  |  | Utility Cover |  |
| High | Yes | B5 | 23970.5 |  |  |  | Utility Cover |  |
| High | Yes | B5 | 23956.1 |  |  |  | Displacement |  |
| High | Yes | B5 | 23950.3 |  |  |  | Displacement |  |
| High | Yes | B5 | 22683.1 |  |  |  | Pot Hole | Pot Hole |
| High | Yes | B5 | 11076.6 | Rough Xing |  | very rough sidewalk with multiple horizontal displacement | Pot Hole | Pot Hole |
| High | Yes | B5 | 11504.2 | Rough Xing |  | tree roots ulifting up section of sidewalk | Displacement | Displacement |
| High | Yes | B5 | 11694.2 |  |  |  | Displacement | Displacement |
| High | Yes | B5 | 13676.7 | Rough Xing |  |  | Displacement | Displacement |
| High | Yes | B5 | 13668.8 |  |  |  | Displacement | Displacement |
| High | Yes | B5 | 14175.7 | Veg | Veg |  |  |  |
| High | Yes | B5 | 15637.5 | Veg | Veg |  |  |  |
| High | Yes | E8 | 550.6 |  |  |  | Displacement | Displacement |


| High | Yes | B5 | 16684.6 |  |  |  |  | Utility Cover | Utility Cover |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B5 | 18445.6 |  |  |  |  | Displacement | Displacement |
| High | Yes | B5 | 18144.0 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | B5 | 17415.4 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | B10 | 4507.4 |  |  |  |  | Displacement | Utility Cover |
| High | Yes | B10 | 3787.4 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 3338.1 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 4475.8 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 3057.0 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 2900.1 | Rough Xing |  |  |  | Displacement |  |
| High | Yes | B10 | 5553.6 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 5657.0 | Rough Xing |  |  |  | Displacement | Displacement |
| High | Yes | B8 | 3846.0 |  |  |  |  | Displacement |  |
| High | Yes | B8 | 3845.8 |  |  |  |  | Tree Well |  |
| High | Yes | B4 | 2590.2 |  |  |  |  | Pot Hole | Pot Hole |
| High | Yes | B4 | 2149.4 | Rough Xing |  |  |  | Displacement | Displacement |
| High | Yes | B4 | 2049.0 | Rough Xing |  |  |  | Displacement | Displacement |
| High | Yes | C1 | 2340.2 | Rough Xing |  |  |  | Displacement |  |
| High | Yes | C1 | 3331.2 | Veg | Veg | Veg |  |  |  |
| High | Yes | B1 | 3629.9 |  |  |  |  | Displacement |  |
| High | Yes | B1 | 3873.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | B1 | 6251.3 | Veg |  | Veg |  |  |  |
| High | Yes | B1 | 5344.8 | Veg |  | Veg |  |  |  |
| High | Yes | B6 | 2235.5 | Rough Xing |  |  |  | Displacement |  |
| High | Yes | B5 | 110.0 |  |  |  |  | Displacement |  |
| High | Yes | E9 | 2060.4 |  |  |  |  | Displacement | Displacement |
| High | Yes | E9 | 2051.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | E9 | 2014.1 |  |  |  |  | Displacement | Displacement |
| High | Yes | F1 | 764.0 |  |  |  |  | Displacement | Displacement |
| High | Yes | F3 | 53.8 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 20016.8 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 20215.4 | Veg | Veg |  |  | Displacement | Displacement |
| High | Yes | A9 | 21069.7 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 21080.6 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 21099.2 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | A9 | 23313.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 22396.7 |  |  |  |  | Utility Cover | Displacement |
| High | Yes | A9 | 22267.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 23546.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 24260.8 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 25023.6 |  |  |  | pic 45 | Displacement | Displacement |
| High | Yes | A9 | 25056.4 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 30010.9 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 32752.0 | Other |  |  | fire hydrant | Displacement | Displacement |
| High | Yes | A9 | 36426.8 |  |  |  |  | Displacement |  |
| High | Yes | E1 | 9454.6 |  |  |  |  | Displacement | Displacement |
| High | Yes | D9 | 646.7 |  |  |  |  | Pot Hole | Pot Hole |
| High | Yes | D9 | 657.2 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | D7 | 564.2 |  |  |  |  | Displacement |  |
| High | Yes | D5 | 43.5 |  |  |  |  | Pot Hole | Pot Hole |
| High | Yes | C3 | 7786.7 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | C3 | 8478.2 |  |  |  |  | Displacement | Displacement |
| High | Yes | C10 | 315.0 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 21025.2 | Street Furniture |  |  | bus bench |  |  |
| High | Yes | A6 | 4362.7 | Rough Xing |  |  | very bad crossing |  |  |
| High | Yes | A9 | 21100.3 | Other |  |  | major horizontal and vertical obstructions pic 43 |  |  |
| High | No | B5 | 923.6 |  |  |  |  |  | Displacement |
| High | No | B5 | 1393.8 |  |  |  |  |  | Pot Hole |
| High | No | F2 | 3954.9 |  |  |  |  |  | Pot Hole |
| High | No | F2 | 6937.5 | Veg | Veg |  |  |  |  |


| High | No | F2 | 10224.2 |  |  |  |  | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | F2 | 12094.5 |  |  |  |  | Pot Hole |
| High | No | A9 | 11202.7 |  |  |  |  | Displacement |
| High | No | A9 | 20944.2 |  |  | truncated dome plate | Other |  |
| High | No | A9 | 20986.3 |  |  | truncated dome plate | Other |  |
| High | No | A9 | 22649.8 |  |  | rough crossing | Other |  |
| High | No | A9 | 23210.3 |  |  |  |  | Pot Hole |
| High | No | A9 | 23533.5 |  |  |  |  | Displacement |
| High | No | A9 | 24942.8 |  |  |  |  | Pot Hole |
| High | No | A9 | 24987.1 |  |  |  |  | Pot Hole |
| High | No | A9 | 30753.7 |  |  |  |  | Displacement |
| High | No | A9 | 32681.5 | Rough Xing |  |  |  |  |
| High | No | A9 | 31757.6 | Rough Xing |  |  |  |  |
| High | No | A9 | 40011.4 | Rough Xing |  |  |  |  |
| High | No | C3 | 13595.9 |  |  |  |  | Displacement |
| High | No | C9 | 3178.8 |  |  |  |  | Pot Hole |
| High | No | C7 | 3987.0 | Rough Xing |  |  |  |  |
| High | No | C7 | 4515.4 |  | Veg |  |  |  |
| High | No | C7 | 4510.8 |  | Veg |  |  |  |
| High | No | D1 | 1059.5 |  |  |  |  | Displacement |
| High | No | C5 | 7956.2 |  | Veg |  |  |  |
| High | No | C5 | 7359.0 |  | Veg |  |  |  |
| High | No | C5 | 2094.6 |  |  |  |  | Pot Hole |
| High | No | C5 | 1999.9 |  |  |  |  | Utility Cover |
| High | No | D3 | 1366.2 |  |  | x3 |  | Pot Hole |
| High | No | A1 | 1319.7 |  |  |  |  | Displacement |
| High | No | A2 | 1987.6 |  |  |  |  | Displacement |
| High | No | A4 | 600.0 |  |  |  |  | Displacement |
| High | No | A4 | 2283.8 | Rough Xing |  |  |  |  |
| High | No | A4 | 4246.6 | Rough Xing |  |  |  |  |
| High | No | A4 | 3543.8 | Rough Xing |  |  |  |  |
| High | No | E7 | 34.5 | Rough Xing |  |  |  |  |
| High | No | A5 | 86.6 |  |  |  |  | Displacement |
| High | No | A6 | 10760.5 |  |  |  |  | Displacement |
| High | No | A6 | 8983.4 | Rough Xing |  |  |  |  |
| High | No | A6 | 5768.2 |  |  |  |  | Displacement |
| High | No | A6 | 5632.4 | Rough Xing |  |  |  |  |
| High | No | A6 | 3190.5 | Rough Xing |  |  |  |  |
| High | No | A6 | 3162.4 |  |  |  |  | Displacement |
| High | No | A6 | 3401.2 |  |  |  |  | Displacement |
| High | No | A6 | 3592.4 | Rough Xing |  |  |  |  |
| High | No | A6 | 4035.1 | Rough Xing |  |  |  |  |
| High | No | A6 | 4337.2 | Rough Xing |  |  |  | Utility Cover |
| High | No | A6 | 4718.7 | Rough Xing |  |  |  |  |
| High | No | A6 | 4086.9 |  |  |  |  | Displacement |
| High | No | A6 | 4055.7 | Rough Xing |  |  |  |  |
| High | No | A6 | 3880.6 | Rough Xing |  |  |  |  |
| High | No | A6 | 3604.0 |  |  |  |  | Utility Cover |
| High | No | A6 | 3336.2 | Rough Xing |  |  |  |  |
| High | No | A6 | 388.5 |  |  |  |  | Displacement |
| High | No | A6 | 180.2 | Rough Xing |  |  |  |  |
| High | No | A6 | 80.4 | Rough Xing |  |  |  |  |
| High | No | A6 | 43.0 | Rough Xing |  |  |  |  |
| High | No | A6 | 125.1 | Rough Xing |  |  |  |  |
| High | No | B5 | 29822.4 | Rough Xing |  |  |  |  |
| High | No | B5 | 29536.9 | Rough Xing |  |  |  |  |
| High | No | B5 | 27725.7 | Rough Xing |  |  |  |  |
| High | No | B5 | 27206.0 | Rough Xing |  |  |  |  |
| High | No | B5 | 27176.0 |  |  |  |  | Displacement |
| High | No | B5 | 24538.7 | Rough Xing |  |  |  |  |
| High | No | B5 | 21951.8 | Rough Xing |  |  |  |  |
| High | No | B5 | 23328.4 | Rough Xing |  |  |  |  |
| High | No | B5 | 22672.9 | Rough Xing |  |  |  |  |


| High | No | B5 | 3971.5 | Other |  | rough pavement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B5 | 3096.7 |  |  | rough sidewalk |  |
| High | No | B5 | 12048.0 |  |  |  | Displacement |
| High | No | B5 | 11160.7 | Rough Xing |  |  |  |
| High | No | B5 | 11336.1 | Rough Xing |  |  | Displacement |
| High | No | C1 | 279.1 | Rough Xing |  |  |  |
| High | No | B5 | 14845.4 | Rough Xing |  |  |  |
| High | No | B5 | 15735.6 | Rough Xing |  |  |  |
| High | No | E8 | 127.1 | Veg | Veg |  |  |
| High | No | E8 | 21.0 | Rough Xing |  |  |  |
| High | No | B5 | 16792.3 | Rough Xing |  |  |  |
| High | No | B5 | 16283.9 |  |  |  | Displacement |
| High | No | B5 | 16256.4 | Rough Xing |  |  |  |
| High | No | B5 | 17176.5 | Rough Xing |  |  |  |
| High | No | B5 | 18167.4 | Rough Xing |  |  |  |
| High | No | B5 | 18312.4 | Rough Xing |  |  |  |
| High | No | B5 | 17515.4 | Rough Xing |  |  |  |
| High | No | B10 | 4210.9 | Veg | Veg |  |  |
| High | No | B10 | 3937.9 | Veg | Veg |  |  |
| High | No | B10 | 3902.6 | Rough Xing |  |  |  |
| High | No | B10 | 3769.5 | Rough Xing |  |  |  |
| High | No | B10 | 3707.4 | Veg | Veg |  |  |
| High | No | B10 | 3629.2 | Rough Xing |  |  |  |
| High | No | B10 | 3514.1 | Rough Xing |  |  |  |
| High | No | B10 | 3246.0 | Rough Xing |  |  |  |
| High | No | B10 | 3264.2 | Rough Xing |  |  |  |
| High | No | B10 | 3931.5 | Rough Xing |  |  |  |
| High | No | B10 | 4062.0 | Rough Xing |  |  |  |
| High | No | B10 | 4531.1 | Rough Xing |  |  |  |
| High | No | B10 | 2609.6 | Rough Xing |  |  |  |
| High | No | B10 | 2577.1 | Rough Xing |  |  |  |
| High | No | B10 | 5588.1 | Rough Xing |  |  |  |
| High | No | B8 | 3623.7 | Rough Xing |  |  |  |
| High | No | B4 | 2798.4 | Rough Xing |  |  |  |
| High | No | B4 | 2438.6 | Rough Xing |  |  |  |
| High | No | B4 | 2373.7 | Rough Xing |  |  |  |
| High | No | B4 | 2336.8 | Rough Xing |  |  |  |
| High | No | B4 | 1885.1 | Rough Xing |  |  |  |
| High | No | C1 | 3853.1 | Rough Xing |  |  |  |
| High | No | C1 | 3690.2 | Rough Xing |  |  |  |
| High | No | C1 | 3568.8 | Rough Xing |  |  |  |
| High | No | C1 | 4477.2 | Veg | Veg |  |  |
| High | No | C1 | 2234.9 | Veg | Veg |  |  |
| High | No | C1 | 2429.7 | Rough Xing |  |  |  |
| High | No | B1 | 3969.2 | Rough Xing |  |  |  |
| High | No | B1 | 3834.0 |  |  |  | Displacement |
| High | No | B1 | 5457.3 | Rough Xing |  |  |  |
| High | No | B1 | 5120.4 | Rough Xing |  |  |  |
| High | No | B1 | 4814.9 |  |  |  | Displacement |
| High | No | B1 | 4533.4 | Rough Xing |  |  |  |
| High | No | B1 | 4367.5 | Rough Xing |  |  |  |
| High | No | B1 | 4179.4 | Rough Xing |  |  |  |
| High | No | B9 | 351.3 | Rough Xing |  |  |  |
| High | No | B9 | 1381.1 |  |  |  | Displacement |
| High | No | B9 | 1507.4 | Rough Xing |  |  |  |
| High | No | B9 | 1713.9 | Rough Xing |  |  |  |
| High | No | B9 | 3206.2 |  |  |  | Displacement |
| High | No | B9 | 2013.4 | Rough Xing |  |  |  |
| High | No | B6 | 267.6 | Rough Xing |  |  |  |
| High | No | B9 | 6870.1 | Rough Xing |  |  |  |
| High | No | B5 | 106.3 |  |  |  | Displacement |
| High | No | B5 | 733.2 |  |  |  | Displacement |
| High | No | E9 | 797.9 | Other |  | rough crossing |  |


| High | No | F1 | 616.1 | Rough Xing |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | F1 | 47.0 | Rough Xing |  |  |  |  |  |
| High | No | F2 | 6355.5 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 20363.9 |  |  |  |  |  | Displacement |
| High | No | A9 | 20408.1 | Rough Xing |  |  | rough asphalt driveway |  |  |
| High | No | A9 | 21090.0 | Veg | Veg |  |  |  |  |
| High | No | A9 | 23412.8 |  |  |  |  |  | Displacement |
| High | No | A9 | 23000.7 |  |  |  |  |  | Displacement |
| High | No | A9 | 22889.6 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 22941.8 | Veg | Veg |  |  |  |  |
| High | No | A9 | 24390.3 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 24783.9 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 24876.5 |  |  |  |  |  | Displacement |
| High | No | A9 | 28986.1 |  |  |  |  |  | Displacement |
| High | No | A9 | 32730.3 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 44211.6 | Rough Xing |  |  |  |  |  |
| High | No | E1 | 9466.2 | Rough Xing |  |  |  |  |  |
| High | No | E10 | 1853.1 | Other |  |  | sidewalk ends |  |  |
| High | No | D5 | 1444.6 | Rough Xing |  |  | curb cut does not have detectible warnings |  |  |
| High | No | D5 | 1463.1 |  |  |  |  |  | Utility Cover |
| High | No | D5 | 1726.2 |  |  |  |  |  | Displacement |
| High | No | D5 | 1763.1 |  |  |  |  |  | Displacement |
| High | No | D4 | 3852.7 |  |  |  |  |  | Utility Cover |
| High | No | C9 | 1628.4 |  | Veg |  |  |  |  |
| High | No | C3 | 8488.4 |  |  |  |  |  | Displacement |
| Medium | Yes | A9 | 41315.4 | Utility Pole |  |  |  | Utility Cover |  |
| Medium | Yes | C2 | 2010.3 | Utility Pole |  | Veg |  |  |  |
| Medium | Yes | C4 | 1589.4 | Utility Pole |  |  |  | Pot Hole |  |
| Medium | Yes | A2 | 155.0 | Utility Pole |  |  |  | Utility Cover |  |
| Medium | Yes | A2 | 309.7 | Utility Pole |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 20210.5 | Utility Pole |  |  |  | Displacement |  |
| Medium | Yes | A9 | 42391.7 | Utility Pole |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 50376.4 | Utility Pole |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C3 | 19883.0 | Utility Pole |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C3 | 15735.6 |  |  | Guy Wire |  | Displacement |  |
| Medium | Yes | F2 | 12129.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | F2 | 13098.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | F2 | 13715.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | F2 | 13741.4 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A9 | 31629.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 31480.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 36698.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 40256.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E4 | 70.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 47821.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 47727.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 47569.5 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 47040.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 46817.5 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 46703.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 46672.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 46354.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 46189.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 46125.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 20644.2 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 2615.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 3078.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 17093.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 17601.6 |  |  | Guy Wire |  |  |  |
| Medium | Yes | C3 | 17663.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | D6 | 3525.2 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C9 | 7513.1 |  |  | Guy Wire |  |  |  |


| Medium | Yes | C9 | 5843.2 | Utility Pole |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C9 | 5614.8 | Utility Pole |  |  |  |  |
| Medium | Yes | C9 | 5421.6 | Utility Pole |  |  |  |  |
| Medium | Yes | C9 | 5267.0 | Utility Pole |  |  |  |  |
| Medium | Yes | C3 | 10126.8 |  |  | Guy Wire |  |  |
| Medium | Yes | C3 | 9194.0 | Utility Pole |  |  |  |  |
| Medium | Yes | C7 | 3491.4 | Utility Pole |  |  |  |  |
| Medium | Yes | C7 | 4470.1 |  |  | Guy Wire |  |  |
| Medium | Yes | C7 | 4609.0 | Utility Pole |  |  |  |  |
| Medium | Yes | C7 | 4638.2 |  |  | Guy Wire |  |  |
| Medium | Yes | C7 | 4111.6 | Utility Pole |  |  |  |  |
| Medium | Yes | B1 | 10796.4 |  |  | Guy Wire |  |  |
| Medium | Yes | D1 | 5537.8 |  |  | Guy Wire |  |  |
| Medium | Yes | D1 | 1810.3 |  |  | Guy Wire |  |  |
| Medium | Yes | D1 | 422.7 |  |  | Guy Wire |  |  |
| Medium | Yes | A10 | 9993.9 |  |  | Guy Wire |  |  |
| Medium | Yes | A10 | 8430.4 |  |  | Guy Wire |  |  |
| Medium | Yes | A10 | 4236.7 | Utility Pole |  |  |  |  |
| Medium | Yes | A10 | 3780.3 | Utility Pole |  |  |  |  |
| Medium | Yes | A10 | 3440.5 | Utility Pole |  |  | signal pole |  |
| Medium | Yes | A10 | 3908.2 | Utility Pole |  |  |  |  |
| Medium | Yes | C6 | 885.5 | Utility Pole |  |  |  |  |
| Medium | Yes | B2 | 18023.0 | Utility Pole |  |  |  |  |
| Medium | Yes | B2 | 19014.2 | Utility Pole |  |  |  |  |
| Medium | Yes | B2 | 19114.0 | Utility Pole |  |  |  |  |
| Medium | Yes | C6 | 2850.8 |  |  | Guy Wire |  |  |
| Medium | Yes | C6 | 2828.2 | Utility Pole |  |  |  |  |
| Medium | Yes | C6 | 2608.6 | Utility Pole |  |  |  |  |
| Medium | Yes | C6 | 2188.2 | Utility Pole |  |  |  |  |
| Medium | Yes | C6 | 1437.8 |  |  | Guy Wire |  |  |
| Medium | Yes | C6 | 1010.2 |  | Veg | Guy Wire |  | Tree Well |
| Medium | Yes | C6 | 1612.7 | Utility Pole |  |  | fire hydrant |  |
| Medium | Yes | C6 | 701.6 |  |  | Guy Wire |  |  |
| Medium | Yes | C6 | 683.2 | Utility Pole |  |  |  |  |
| Medium | Yes | C6 | 464.3 | Utility Pole |  |  |  |  |
| Medium | Yes | C6 | 447.7 |  |  | Guy Wire |  |  |
| Medium | Yes | C6 | 309.8 |  |  | Guy Wire |  |  |
| Medium | Yes | C5 | 9658.1 |  |  | Guy Wire |  |  |
| Medium | Yes | C5 | 9611.2 | Utility Pole |  |  |  |  |
| Medium | Yes | C5 | 9124.9 | Utility Pole |  |  |  |  |
| Medium | Yes | C5 | 8890.6 |  | Veg | Guy Wire |  |  |
| Medium | Yes | C5 | 7087.9 |  |  | Guy Wire |  |  |
| Medium | Yes | C5 | 7135.5 | Utility Pole |  |  |  |  |
| Medium | Yes | C5 | 7372.2 | Utility Pole |  |  |  |  |
| Medium | Yes | C5 | 1933.5 |  |  | Guy Wire |  |  |
| Medium | Yes | C2 | 6454.2 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 4789.0 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 4687.5 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 4641.8 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 3685.9 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 3258.0 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 3068.5 |  |  | Guy Wire |  | Pot Hole |
| Medium | Yes | C2 | 2926.5 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 2906.9 |  |  | Guy Wire |  |  |
| Medium | Yes | C2 | 2815.1 |  |  | Guy Wire |  |  |
| Medium | Yes | C2 | 1878.6 |  |  | Guy Wire |  |  |
| Medium | Yes | C2 | 1897.7 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 2087.3 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 1756.4 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 1502.3 | Utility Pole |  |  | bill board |  |
| Medium | Yes | C2 | 1172.4 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 730.5 | Utility Pole |  |  |  |  |
| Medium | Yes | C2 | 585.1 | Utility Pole |  |  |  |  |


| Medium | Yes | C2 | 1265.1 | Utility Pole |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C4 | 1491.0 |  |  | Guy Wire |  |  |  |
| Medium | Yes | C4 | 1554.8 |  |  | Guy Wire |  |  |  |
| Medium | Yes | C4 | 1889.6 |  |  | Guy Wire |  |  |  |
| Medium | Yes | C4 | 2099.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C4 | 3181.3 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C4 | 3343.5 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C4 | 3355.4 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A1 | 3389.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A1 | 3110.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A1 | 5147.5 | Other |  | Guy Wire |  |  |  |
| Medium | Yes | A1 | 4259.4 | Other |  | Guy Wire |  |  |  |
| Medium | Yes | A2 | 404.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A2 | 183.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A2 | 397.3 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E6 | 788.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A2 | 1793.4 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A2 | 1387.5 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A2 | 1354.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A2 | 1200.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A2 | 1172.4 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A2 | 1061.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A2 | 590.1 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A3 | 1758.4 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A3 | 1846.8 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A4 | 2391.8 |  |  | Guy Wire |  |  | Displacement |
| Medium | Yes | A4 | 988.3 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A4 | 788.0 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A4 | 3648.6 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A6 | 4597.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A6 | 4657.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A6 | 4321.6 | Utility Pole | Veg |  |  |  |  |
| Medium | Yes | A6 | 438.9 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 25083.8 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 4941.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 4347.6 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 4984.6 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 5589.1 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 6316.8 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 8855.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 9087.5 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 9476.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 9666.3 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 9703.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 9827.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 9954.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 10097.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 10251.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 10463.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 10478.9 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 10571.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E8 | 526.6 |  |  | Guy Wire |  |  |  |
| Medium | Yes | E8 | 531.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 16542.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 16410.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B10 | 3988.0 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B10 | 2858.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B10 | 5279.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B10 | 5683.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B10 | 5502.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B10 | 5448.3 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B10 | 5113.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B4 | 896.4 | Utility Pole |  |  |  |  |  |


| Medium | Yes | B4 | 790.5 | Utility Pole |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B4 | 436.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B4 | 306.3 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A10 | 526.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C1 | 7130.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B7 | 4131.7 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B7 | 4064.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B7 | 3269.6 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B1 | 3906.2 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B1 | 6194.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B1 | 6073.7 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B1 | 5739.5 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B1 | 5416.3 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B1 | 4908.5 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B1 | 4209.5 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B1 | 7516.4 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B1 | 7619.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B1 | 7789.5 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B1 | 7865.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B1 | 7168.1 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B1 | 7035.4 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B1 | 8473.4 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B1 | 8365.5 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B9 | 3935.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B9 | 2926.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B9 | 662.7 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B9 | 249.8 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B6 | 1089.9 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A9 | 20514.2 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 20705.2 | Utility Pole |  |  |  |  | Displacement |
| Medium | Yes | A9 | 34124.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 34098.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 33935.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 33812.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 32580.2 | Utility Pole |  |  |  |  |  |
| Medium | Yes | A9 | 47656.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 22425.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 22222.2 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 21172.9 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 20631.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 19653.3 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 18546.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 1130.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 1225.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 1364.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 1473.2 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 1640.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 1774.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 1879.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 3223.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 3305.4 | Utility Pole |  |  |  |  |  |
| Medium | Yes | E1 | 3355.3 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 16315.0 |  |  | Guy Wire |  |  |  |
| Medium | Yes | C3 | 17409.2 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 17758.5 |  |  | Guy Wire |  |  |  |
| Medium | Yes | C3 | 17802.3 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 18312.7 |  |  | Guy Wire |  |  |  |
| Medium | Yes | D7 | 345.3 | Utility Pole |  |  |  |  |  |
| Medium | Yes | D6 | 4448.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | D6 | 6110.7 |  |  | Guy Wire |  |  |  |
| Medium | Yes | D6 | 5768.6 |  |  | Guy Wire |  |  |  |
| Medium | Yes | D6 | 5028.0 |  |  | Guy Wire |  |  |  |
| Medium | Yes | D6 | 4630.0 | Utility Pole |  |  |  |  |  |


| Medium | Yes | D6 | 4528.4 | Utility Pole |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | D6 | 4351.7 | Utility Pole |  |  |  |  |  |
| Medium | Yes | D6 | 4240.8 | Utility Pole |  |  |  |  |  |
| Medium | Yes | D5 | 2254.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C9 | 6220.8 |  |  | Guy Wire |  |  |  |
| Medium | Yes | C3 | 6231.2 |  |  | Guy Wire |  |  |  |
| Medium | Yes | C5 | 6996.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C3 | 9332.0 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 802.7 |  |  |  |  | Pot Hole |  |
| Medium | Yes | B5 | 828.7 |  |  |  |  | Pot Hole |  |
| Medium | Yes | B5 | 1072.7 |  |  |  |  | Pot Hole |  |
| Medium | Yes | B5 | 1068.3 |  |  |  |  | Utility Cover |  |
| Medium | Yes | B5 | 1190.5 |  |  |  |  | Pot Hole |  |
| Medium | Yes | B5 | 1206.3 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A10 | 1739.5 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 255.0 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 962.8 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F1 | 2273.5 |  |  |  |  | Displacement |  |
| Medium | Yes | F1 | 2451.6 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 3604.5 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 4816.1 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 5353.4 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 5649.5 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 6037.4 |  |  |  |  | Utility Cover |  |
| Medium | Yes | F2 | 6590.5 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 7449.9 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 7511.3 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 7598.4 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 8266.8 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 8623.5 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 9109.4 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 9317.8 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 9579.4 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 9889.3 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 9914.0 |  |  |  |  | Utility Cover |  |
| Medium | Yes | F2 | 9975.4 | Veg |  | Veg |  |  |  |
| Medium | Yes | F2 | 13223.7 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 13408.9 |  |  | Veg |  |  |  |
| Medium | Yes | F2 | 13607.4 | Veg |  | Veg |  |  |  |
| Medium | Yes | F2 | 13995.0 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 13666.6 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 13184.0 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 12815.9 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F2 | 12764.4 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 12632.9 |  |  |  |  | Displacement |  |
| Medium | Yes | F4 | 479.6 |  |  |  |  | Utility Cover |  |
| Medium | Yes | F4 | 830.2 |  |  |  |  | Utility Cover |  |
| Medium | Yes | F4 | 1250.1 | Veg |  | Veg |  |  |  |
| Medium | Yes | F4 | 1284.2 |  |  |  |  | Utility Cover |  |
| Medium | Yes | F4 | 2518.0 | Veg |  | Veg |  |  |  |
| Medium | Yes | F4 | 3213.9 | Veg |  | Veg |  |  |  |
| Medium | Yes | F4 | 3313.4 | Veg |  | Veg |  |  |  |
| Medium | Yes | F4 | 3436.7 | Veg |  | Veg |  |  |  |
| Medium | Yes | F4 | 3530.2 | Veg |  | Veg |  |  |  |
| Medium | Yes | A8 | 1019.1 |  |  |  |  | Pot Hole |  |
| Medium | Yes | F5 | 2656.8 |  |  |  |  | Utility Cover |  |
| Medium | Yes | F5 | 1408.6 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A7 | 1863.0 | Veg | Veg | Veg |  |  |  |
| Medium | Yes | A7 | 2625.6 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A8 | 421.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A8 | 1039.4 |  |  |  |  | Displacement |  |
| Medium | Yes | A9 | 21076.5 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 21353.1 |  |  |  |  | Pot Hole |  |


| Medium | Yes | A9 | 21854.4 |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | A9 | 21994.4 | Veg | Veg |  |  |  |
| Medium | Yes | A9 | 21708.0 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 22196.3 |  |  | rough crossing | Pot Hole |  |
| Medium | Yes | A9 | 22389.2 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 22799.2 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 23078.0 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 23104.1 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 23141.0 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 23598.5 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 23701.6 |  |  | rough crossing | Utility Cover |  |
| Medium | Yes | A9 | 24237.7 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 24645.6 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 24645.6 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 24699.7 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 25012.8 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 25026.2 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 25053.8 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 25059.7 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 25241.8 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 25273.2 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 25329.6 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 25439.5 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 25463.2 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 25483.0 |  |  |  | Displacement | Pot Hole |
| Medium | Yes | A9 | 25526.2 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 25537.0 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 25646.2 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 25648.8 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 25668.9 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 25934.9 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 26037.5 |  |  | rough crossing | Pot Hole |  |
| Medium | Yes | A9 | 26272.4 |  |  |  | Tree Well |  |
| Medium | Yes | A9 | 26443.7 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 26453.0 |  |  |  | Tree Well |  |
| Medium | Yes | A9 | 26542.2 |  |  | rough crossing | Displacement |  |
| Medium | Yes | A9 | 26510.1 |  |  | rough crossing | Displacement |  |
| Medium | Yes | A9 | 26579.8 |  |  | in crosswalk | Pot Hole |  |
| Medium | Yes | A9 | 26812.8 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 26827.1 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 28086.6 |  |  |  | Pot Hole | Utility Cover |
| Medium | Yes | A9 | 28302.2 |  |  |  | Tree Well |  |
| Medium | Yes | A9 | 29274.0 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 29353.3 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 29368.7 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 29705.8 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 30060.7 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 30365.2 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 30394.6 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 30804.2 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 30843.9 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 31103.0 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 35260.3 |  |  |  | Utility Cover | Pot Hole |
| Medium | Yes | A9 | 34886.4 |  |  |  | Displacement | Pot Hole |
| Medium | Yes | A9 | 34822.7 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 34741.8 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 34713.0 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 34686.6 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 34601.3 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 34478.8 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 34440.6 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 34405.2 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 34009.0 |  |  |  | Displacement | Pot Hole |


| Medium | Yes | A9 | 33903.7 |  |  |  |  | Utility Cover | Utility Cover |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | A9 | 33758.1 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 32099.9 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 31593.9 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 35361.1 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 35384.3 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 35410.7 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 35592.2 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 36085.4 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 36577.1 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 36657.1 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 36688.6 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 36731.1 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 42802.3 | Veg |  | Veg |  |  |  |
| Medium | Yes | D7 | 31.1 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 42093.3 |  |  |  | pot hole | Utility Cover | Displacement |
| Medium | Yes | A9 | 42044.5 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 42021.4 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 41765.4 | Veg | Veg | Veg |  | Utility Cover | Pot Hole |
| Medium | Yes | A9 | 41601.1 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 41568.7 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 41403.4 |  |  |  |  | Displacement |  |
| Medium | Yes | A9 | 41045.5 |  |  |  |  | Displacement |  |
| Medium | Yes | A9 | 40974.7 | Veg |  | Veg |  |  |  |
| Medium | Yes | A9 | 40883.7 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 40680.6 |  |  |  |  | Displacement |  |
| Medium | Yes | A9 | 40345.2 |  |  |  |  | Displacement |  |
| Medium | Yes | A9 | 40238.1 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 40205.5 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 40167.5 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 40118.6 |  |  |  |  | Pot Hole | Utility Cover |
| Medium | Yes | A9 | 38881.1 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 38859.9 | Rough Xing |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 38344.7 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 38148.3 | Veg |  | Veg |  |  |  |
| Medium | Yes | A9 | 38104.4 | Veg |  | Veg |  |  |  |
| Medium | Yes | A9 | 38046.6 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 37740.2 | Veg |  | Veg |  |  |  |
| Medium | Yes | A9 | 37691.9 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 37544.4 | Veg | Other | Veg |  |  |  |
| Medium | Yes | A9 | 37429.6 | Veg |  | Veg |  |  |  |
| Medium | Yes | A9 | 37339.8 |  |  |  |  | Displacement |  |
| Medium | Yes | A9 | 37290.5 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 36962.6 | Veg |  | Veg |  |  |  |
| Medium | Yes | A9 | 51188.7 | Veg | Veg | Veg |  |  |  |
| Medium | Yes | A9 | 51262.7 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 51164.3 | Veg | Veg | Veg |  | Utility Cover |  |
| Medium | Yes | A9 | 50066.2 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 49978.8 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 49896.8 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 49060.9 |  |  |  |  | Displacement |  |
| Medium | Yes | A9 | 48946.7 |  |  |  |  | Displacement |  |
| Medium | Yes | A9 | 48818.8 |  |  |  |  | Displacement |  |
| Medium | Yes | A9 | 48706.8 |  |  |  | asphalt patch | Displacement |  |
| Medium | Yes | A9 | 48268.6 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 46800.8 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 45810.8 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 43460.1 | Veg |  | Veg |  |  |  |
| Medium | Yes | A9 | 43415.4 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 43274.8 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 43429.6 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 43641.7 |  |  |  |  | Utility Cover |  |
| Medium | Yes | E4 | 5734.9 |  |  |  |  | Pot Hole |  |


| Medium | Yes | E4 | 5690.1 |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | E4 | 5659.2 |  |  | Pot Hole |  |
| Medium | Yes | E4 | 5638.7 |  |  | Displacement |  |
| Medium | Yes | E4 | 5562.2 |  |  | Displacement |  |
| Medium | Yes | E4 | 1316.4 | Veg | Veg |  |  |
| Medium | Yes | E4 | 1139.8 |  |  | Displacement |  |
| Medium | Yes | E5 | 401.0 | Veg | Veg |  |  |
| Medium | Yes | E5 | 306.4 | Veg | Veg |  |  |
| Medium | Yes | E5 | 195.4 |  |  | Pot Hole |  |
| Medium | Yes | E4 | 901.4 |  |  | Displacement |  |
| Medium | Yes | E4 | 765.3 | Veg | Veg |  |  |
| Medium | Yes | E4 | 728.9 | Veg | Veg |  |  |
| Medium | Yes | E4 | 603.0 |  |  | Displacement |  |
| Medium | Yes | E4 | 559.5 |  |  | Displacement |  |
| Medium | Yes | E4 | 377.8 |  |  | Displacement |  |
| Medium | Yes | E4 | 235.9 |  |  | Pot Hole |  |
| Medium | Yes | E1 | 6760.5 |  |  | Displacement |  |
| Medium | Yes | E1 | 6855.1 |  |  | Pot Hole |  |
| Medium | Yes | E1 | 7328.6 | Veg | Veg |  |  |
| Medium | Yes | E1 | 7613.0 |  |  | Displacement |  |
| Medium | Yes | E1 | 7663.0 |  |  | Displacement |  |
| Medium | Yes | E1 | 7739.5 | Veg | Veg |  |  |
| Medium | Yes | E1 | 7830.4 |  |  | Pot Hole |  |
| Medium | Yes | E1 | 8100.9 |  |  | Pot Hole |  |
| Medium | Yes | E1 | 8507.8 |  |  | Pot Hole |  |
| Medium | Yes | E1 | 8640.9 | Veg | Veg |  |  |
| Medium | Yes | E1 | 8964.4 |  |  | Displacement |  |
| Medium | Yes | E1 | 9284.3 |  |  | Pot Hole |  |
| Medium | Yes | E1 | 9325.1 |  |  | Displacement |  |
| Medium | Yes | E1 | 9391.5 |  |  | Displacement |  |
| Medium | Yes | E1 | 9651.2 |  |  | Displacement |  |
| Medium | Yes | E1 | 9706.4 |  |  | Displacement |  |
| Medium | Yes | E1 | 9761.7 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | E1 | 9800.4 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | E1 | 9814.0 |  |  | Pot Hole |  |
| Medium | Yes | E1 | 9734.2 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | E1 | 9822.5 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | E1 | 10097.3 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | E1 | 10826.8 |  |  | Displacement |  |
| Medium | Yes | E1 | 11057.4 | Veg | Veg |  |  |
| Medium | Yes | E10 | 1497.4 |  |  | Displacement |  |
| Medium | Yes | E10 | 826.1 |  |  | Displacement |  |
| Medium | Yes | E10 | 676.0 |  |  | Pot Hole |  |
| Medium | Yes | E10 | 404.8 |  |  | Displacement |  |
| Medium | Yes | E10 | 339.4 |  |  | Displacement |  |
| Medium | Yes | E2 | 1626.1 |  |  | Displacement |  |
| Medium | Yes | E2 | 1476.2 |  |  | Displacement |  |
| Medium | Yes | E2 | 1197.3 |  |  | Utility Cover |  |
| Medium | Yes | E2 | 1381.3 |  |  | Utility Cover |  |
| Medium | Yes | C3 | 25754.9 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | C3 | 24218.0 |  |  | Displacement |  |
| Medium | Yes | C3 | 24173.2 | Veg | Veg |  |  |
| Medium | Yes | C3 | 24142.0 |  |  | Displacement |  |
| Medium | Yes | C3 | 23905.7 |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 23324.1 | Veg | Veg |  |  |
| Medium | Yes | C3 | 22823.1 |  |  | Displacement |  |
| Medium | Yes | C3 | 22351.3 |  |  | Displacement |  |
| Medium | Yes | C3 | 21774.6 | Veg | Veg |  |  |
| Medium | Yes | C3 | 20739.7 |  |  | Displacement |  |
| Medium | Yes | D8 | 113.2 |  |  | Pot Hole |  |
| Medium | Yes | D8 | 204.1 |  |  | Pot Hole |  |
| Medium | Yes | D8 | 235.3 |  |  | Utility Cover |  |
| Medium | Yes | A9 | 43262.0 |  |  | Pot Hole |  |


| Medium | Yes | D8 | 732.7 |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C3 | 19101.8 |  |  |  | Utility Cover |  |
| Medium | Yes | C3 | 18552.9 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 2298.8 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 2347.9 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 2451.4 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 2505.8 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 2529.7 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 2752.7 |  |  |  | Utility Cover |  |
| Medium | Yes | D7 | 2954.4 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 3064.5 |  |  |  | Utility Cover |  |
| Medium | Yes | D7 | 3091.0 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 3269.4 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 3521.3 |  |  |  | Pot Hole |  |
| Medium | Yes | D7 | 3553.7 |  |  |  | Utility Cover | Pot Hole |
| Medium | Yes | D7 | 3830.8 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 4122.5 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 4264.2 |  |  |  | Pot Hole |  |
| Medium | Yes | E1 | 423.4 |  |  |  | Utility Cover |  |
| Medium | Yes | E1 | 242.1 |  |  |  | Pot Hole |  |
| Medium | Yes | E1 | 107.2 |  |  |  | Pot Hole |  |
| Medium | Yes | E1 | 1097.8 |  |  |  | Pot Hole |  |
| Medium | Yes | E1 | 1549.2 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 1856.3 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 2187.5 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 3008.6 |  |  |  | Utility Cover |  |
| Medium | Yes | E1 | 3267.5 | Veg | Veg |  |  |  |
| Medium | Yes | E1 | 3581.3 | Veg | Veg |  | Pot Hole |  |
| Medium | Yes | E1 | 3678.4 |  |  |  | Pot Hole |  |
| Medium | Yes | E1 | 3851.6 |  |  |  | Pot Hole |  |
| Medium | Yes | E1 | 3952.2 |  |  |  | Utility Cover |  |
| Medium | Yes | E1 | 3981.9 |  |  |  | Utility Cover |  |
| Medium | Yes | E1 | 4009.1 |  |  |  | Pot Hole |  |
| Medium | Yes | E1 | 4417.6 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 4942.9 |  |  |  | Pot Hole |  |
| Medium | Yes | E1 | 6318.4 |  |  |  | Displacement |  |
| Medium | Yes | E3 | 2400.4 |  |  |  | Utility Cover |  |
| Medium | Yes | E3 | 1691.7 |  |  |  | Displacement |  |
| Medium | Yes | E3 | 1642.8 |  |  |  | Displacement |  |
| Medium | Yes | E3 | 1655.9 |  |  |  | Displacement |  |
| Medium | Yes | E3 | 1626.5 |  |  |  | Pot Hole |  |
| Medium | Yes | E3 | 1436.3 |  |  |  | Displacement |  |
| Medium | Yes | E3 | 1370.8 |  |  |  | Utility Cover |  |
| Medium | Yes | E3 | 967.5 |  |  |  | Utility Cover |  |
| Medium | Yes | E3 | 826.6 |  |  |  | Displacement |  |
| Medium | Yes | E3 | 787.2 |  |  |  | Utility Cover |  |
| Medium | Yes | E3 | 687.2 |  |  |  | Displacement |  |
| Medium | Yes | E3 | 621.7 |  |  |  | Displacement |  |
| Medium | Yes | E3 | 467.6 |  |  |  | Utility Cover |  |
| Medium | Yes | E3 | 441.4 | Rough Xing |  |  | Pot Hole |  |
| Medium | Yes | E3 | 364.3 |  |  |  | Displacement |  |
| Medium | Yes | E3 | 180.8 |  |  |  | Utility Cover |  |
| Medium | Yes | C3 | 13522.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 13913.9 |  |  |  | Displacement |  |
| Medium | Yes | C3 | 14041.2 |  |  | FOOTPRINTS | Pot Hole |  |
| Medium | Yes | C3 | 14670.7 | Veg | Veg |  |  |  |
| Medium | Yes | C3 | 14689.9 | Veg | Veg |  |  |  |
| Medium | Yes | C3 | 15043.0 | Veg | Veg |  |  |  |
| Medium | Yes | C3 | 15067.5 |  |  |  | Displacement |  |
| Medium | Yes | C3 | 15070.1 |  |  |  | Displacement |  |
| Medium | Yes | C3 | 15094.7 |  |  | X2 | Displacement |  |
| Medium | Yes | C3 | 15140.5 |  |  |  | Utility Cover |  |
| Medium | Yes | C3 | 15200.1 |  |  |  | Displacement |  |


| Medium | Yes | C3 | 15224.5 |  |  | X4 | Pot Hole |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C3 | 16029.1 |  |  | X2 | Utility Cover |  |
| Medium | Yes | C3 | 16099.6 |  |  | SEVERAL | Pot Hole | Pot Hole |
| Medium | Yes | C3 | 16220.1 |  |  |  | Displacement |  |
| Medium | Yes | C3 | 16271.6 |  |  | very severe | Displacement |  |
| Medium | Yes | C3 | 16925.9 |  |  |  | Utility Cover |  |
| Medium | Yes | C3 | 17023.2 |  |  |  | Displacement |  |
| Medium | Yes | C3 | 17044.8 |  |  |  | Displacement |  |
| Medium | Yes | C3 | 17727.1 |  |  |  | Utility Cover |  |
| Medium | Yes | C3 | 18191.2 |  |  | x3 | Pot Hole | Displacement |
| Medium | Yes | C3 | 18253.4 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D7 | 1735.9 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D7 | 1623.1 |  |  |  | Utility Cover |  |
| Medium | Yes | D7 | 1526.1 |  |  |  | Utility Cover |  |
| Medium | Yes | D7 | 1416.5 |  |  |  | Utility Cover |  |
| Medium | Yes | D7 | 1266.2 |  | Veg |  |  |  |
| Medium | Yes | D7 | 1239.0 | Veg | Veg | several trees |  |  |
| Medium | Yes | D7 | 1130.9 |  |  |  | Displacement |  |
| Medium | Yes | D7 | 1169.5 | Tree | Veg |  |  |  |
| Medium | Yes | D7 | 842.0 | Veg | Veg |  |  |  |
| Medium | Yes | D7 | 460.0 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 3749.8 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 3240.5 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 2908.8 |  |  | severe | Displacement |  |
| Medium | Yes | D6 | 2583.7 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | D6 | 2561.9 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 2507.8 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 2472.6 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 2345.2 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | D6 | 2224.7 |  |  |  | Utility Cover |  |
| Medium | Yes | D6 | 1794.1 |  |  |  | Utility Cover |  |
| Medium | Yes | D6 | 1296.0 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | D6 | 1072.1 |  |  |  | Tree Well | Pot Hole |
| Medium | Yes | D6 | 1047.8 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 939.4 |  |  |  | Displacement | Tree Well |
| Medium | Yes | D6 | 847.3 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 611.9 |  |  |  | Tree Well |  |
| Medium | Yes | D6 | 465.7 |  |  |  | Tree Well |  |
| Medium | Yes | D6 | 270.6 |  |  |  | Displacement | Tree Well |
| Medium | Yes | D6 | 165.9 |  |  |  | Pot Hole | Tree Well |
| Medium | Yes | D6 | 164.7 | Veg | Veg |  |  |  |
| Medium | Yes | D6 | 115.5 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 181.5 |  |  | x2 | Pot Hole |  |
| Medium | Yes | D6 | 1751.8 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 2025.4 |  |  |  | Displacement |  |
| Medium | Yes | D6 | 2101.3 |  |  |  | Utility Cover | Pot Hole |
| Medium | Yes | D6 | 2282.7 |  |  |  | Utility Cover |  |
| Medium | Yes | D6 | 2531.8 | Veg | Veg |  |  |  |
| Medium | Yes | D6 | 3492.0 | Veg | Veg |  |  |  |
| Medium | Yes | D4 | 2102.6 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 2045.3 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 1944.2 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 1995.8 | Veg | Veg |  |  |  |
| Medium | Yes | D4 | 2042.5 | Veg | Veg |  |  |  |
| Medium | Yes | D4 | 2097.2 | Veg | Veg |  |  |  |
| Medium | Yes | D4 | 2141.2 | Veg | Veg |  |  |  |
| Medium | Yes | D4 | 2169.8 | Veg | Veg |  |  |  |
| Medium | Yes | D4 | 2271.1 | Veg | Veg |  |  |  |
| Medium | Yes | D4 | 2398.9 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 5839.5 |  |  |  | Pot Hole |  |
| Medium | Yes | D4 | 2554.5 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 2733.5 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 2811.5 |  |  |  | Displacement |  |


| Medium | Yes | D4 | 4029.3 |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | D4 | 4078.7 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 4482.4 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 4958.9 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 5548.4 |  |  |  | Pot Hole |  |
| Medium | Yes | D4 | 5561.4 |  |  |  | Pot Hole |  |
| Medium | Yes | D4 | 5626.4 |  |  | $\times 4$ | Pot Hole |  |
| Medium | Yes | D4 | 5773.0 | Veg | Veg |  |  |  |
| Medium | Yes | D4 | 5814.6 | Veg | Veg |  |  |  |
| Medium | Yes | D4 | 6363.8 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 6178.0 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 5859.7 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 5673.5 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 5380.0 |  |  |  | Displacement |  |
| Medium | Yes | D4 | 5219.3 |  |  |  | Pot Hole | Displacement |
| Medium | Yes | C9 | 8098.0 | Veg | Veg |  |  |  |
| Medium | Yes | C9 | 8022.0 | Veg | Veg |  |  |  |
| Medium | Yes | C9 | 7802.1 | Veg | Veg |  |  |  |
| Medium | Yes | C9 | 7679.0 |  |  |  | Utility Cover | Displacement |
| Medium | Yes | C9 | 7580.8 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 5801.0 |  |  |  | Pot Hole |  |
| Medium | Yes | C9 | 5649.9 |  |  |  | Pot Hole |  |
| Medium | Yes | C9 | 5590.2 |  |  |  | Pot Hole |  |
| Medium | Yes | C9 | 5467.3 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 5286.3 | Veg | Veg |  |  |  |
| Medium | Yes | C3 | 11333.3 | Veg | Veg |  |  |  |
| Medium | Yes | C3 | 11398.4 |  | Veg |  |  |  |
| Medium | Yes | C3 | 11424.4 |  | Veg |  |  |  |
| Medium | Yes | C9 | 5026.5 |  | Veg |  |  |  |
| Medium | Yes | C9 | 5286.6 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 4787.8 |  |  |  | Utility Cover |  |
| Medium | Yes | C9 | 4433.8 |  |  |  | Utility Cover |  |
| Medium | Yes | C9 | 4311.5 | Veg | Veg |  |  |  |
| Medium | Yes | C9 | 4223.4 |  | Veg |  |  |  |
| Medium | Yes | C9 | 4107.6 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 4084.1 |  | Veg |  |  |  |
| Medium | Yes | C9 | 3845.9 |  | Veg |  |  |  |
| Medium | Yes | C9 | 3768.6 |  | Veg |  |  |  |
| Medium | Yes | C9 | 3268.9 |  |  |  | Pot Hole |  |
| Medium | Yes | C9 | 2854.0 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 2811.1 |  | Veg |  |  |  |
| Medium | Yes | C9 | 1640.6 |  |  |  | Utility Cover |  |
| Medium | Yes | C9 | 1477.6 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 1451.8 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 1108.6 |  |  |  | Pot Hole |  |
| Medium | Yes | C9 | 1093.6 |  |  |  | Pot Hole |  |
| Medium | Yes | C9 | 1046.4 |  |  |  | Pot Hole |  |
| Medium | Yes | C9 | 830.8 |  |  |  | Pot Hole |  |
| Medium | Yes | C9 | 571.1 |  |  |  | Pot Hole |  |
| Medium | Yes | C9 | 360.8 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 294.3 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 279.3 |  |  |  | Pot Hole |  |
| Medium | Yes | C3 | 9515.1 |  |  |  | Pot Hole |  |
| Medium | Yes | C3 | 9543.9 |  |  |  | Pot Hole |  |
| Medium | Yes | C3 | 9577.6 |  |  |  | Pot Hole |  |
| Medium | Yes | C3 | 439.4 |  |  |  | Pot Hole |  |
| Medium | Yes | C3 | 4980.1 |  | Veg |  |  |  |
| Medium | Yes | C3 | 4386.8 |  | Veg |  |  |  |
| Medium | Yes | C3 | 8309.8 |  |  |  | Utility Cover |  |
| Medium | Yes | C3 | 8982.1 |  |  |  | Displacement |  |
| Medium | Yes | C3 | 9290.1 | Veg | Veg |  |  |  |
| Medium | Yes | C10 | 313.4 | Veg | Veg |  |  |  |
| Medium | Yes | C10 | 509.1 | Veg | Veg |  |  |  |


| Medium | Yes | C10 | 589.2 |  |  |  |  | Pot Hole |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C8 | 286.8 |  |  |  |  | Utility Cover |  |
| Medium | Yes | C8 | 1481.0 |  |  |  |  | Displacement |  |
| Medium | Yes | C8 | 1573.1 |  |  |  |  | Displacement |  |
| Medium | Yes | C8 | 1592.9 |  |  |  |  | Displacement |  |
| Medium | Yes | C8 | 523.4 |  |  | Veg |  |  |  |
| Medium | Yes | C8 | 330.4 |  |  | Veg |  |  |  |
| Medium | Yes | C7 | 77.2 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 248.3 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 303.8 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 333.0 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 742.0 |  |  |  | tree root | Displacement |  |
| Medium | Yes | C7 | 1691.1 |  |  | Veg |  |  |  |
| Medium | Yes | C7 | 2136.2 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 2638.2 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 2875.4 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 2888.5 |  |  | Veg |  |  |  |
| Medium | Yes | C7 | 2888.6 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 3027.5 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 3044.8 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 3342.3 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 3615.7 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 3634.7 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 3927.0 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 4198.2 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 4883.8 |  | Veg |  |  | Displacement |  |
| Medium | Yes | C7 | 4709.5 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 4327.9 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 3630.0 |  |  |  |  | Utility Cover |  |
| Medium | Yes | C7 | 3324.4 |  |  |  |  | Displacement | Pot Hole |
| Medium | Yes | C7 | 3047.4 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 3019.4 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 2773.9 |  |  | Veg |  |  |  |
| Medium | Yes | C7 | 2591.6 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 2253.0 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 2124.4 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 1931.4 |  |  | Veg |  |  |  |
| Medium | Yes | C7 | 1864.2 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 1690.2 |  |  | Veg |  |  |  |
| Medium | Yes | C7 | 1608.4 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 1509.0 |  |  | Veg |  |  |  |
| Medium | Yes | C7 | 628.5 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 128.2 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 15697.6 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 15431.9 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 13706.2 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B1 | 12018.3 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B1 | 11729.1 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 11182.1 | Veg |  | Veg |  |  |  |
| Medium | Yes | B1 | 10392.7 | Veg |  | Veg |  |  |  |
| Medium | Yes | B1 | 10534.2 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 11174.6 | Veg |  | Veg |  |  |  |
| Medium | Yes | B1 | 12186.0 | Veg |  | Veg |  |  |  |
| Medium | Yes | B1 | 13411.6 |  |  |  |  | Utility Cover |  |
| Medium | Yes | B1 | 14161.3 |  |  |  |  | Displacement | Pot Hole |
| Medium | Yes | B1 | 14281.9 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 14888.8 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 15764.6 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 15812.9 |  |  |  |  | Displacement |  |
| Medium | Yes | D1 | 4851.5 | Veg |  | Veg |  |  |  |
| Medium | Yes | D1 | 5041.3 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | D1 | 5069.0 |  |  |  |  | Displacement |  |
| Medium | Yes | D1 | 5436.3 | Veg |  | Veg |  |  |  |



| Medium | Yes | D2 | 230.7 |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | D2 | 324.0 |  |  |  | Pot Hole |  |
| Medium | Yes | D2 | 399.6 |  |  |  | Displacement |  |
| Medium | Yes | D2 | 366.9 |  |  |  | Displacement |  |
| Medium | Yes | D2 | 526.9 |  |  |  | Utility Cover |  |
| Medium | Yes | D2 | 378.0 |  |  |  | Utility Cover |  |
| Medium | Yes | D2 | 324.9 |  |  |  | Displacement |  |
| Medium | Yes | D2 | 156.0 |  |  |  | Pot Hole |  |
| Medium | Yes | C6 | 2689.3 |  |  |  | Pot Hole |  |
| Medium | Yes | C6 | 2631.4 |  |  |  | Utility Cover |  |
| Medium | Yes | C6 | 2606.2 |  |  |  | Pot Hole |  |
| Medium | Yes | C6 | 2082.3 | Veg | Veg |  |  |  |
| Medium | Yes | C6 | 1903.2 |  | Veg |  |  |  |
| Medium | Yes | C6 | 1261.2 |  |  | $\times 8$ | Pot Hole |  |
| Medium | Yes | C6 | 1220.9 |  |  |  | Displacement |  |
| Medium | Yes | C6 | 1034.0 |  | Veg |  |  |  |
| Medium | Yes | C6 | 1114.7 | Veg |  |  | Displacement |  |
| Medium | Yes | C6 | 1562.2 |  |  |  | Pot Hole |  |
| Medium | Yes | C6 | 1775.6 |  |  |  | Utility Cover |  |
| Medium | Yes | C6 | 2027.9 |  | Veg |  |  |  |
| Medium | Yes | C6 | 2405.7 |  | Veg |  | Utility Cover |  |
| Medium | Yes | C6 | 2461.3 |  | Veg |  |  |  |
| Medium | Yes | C6 | 2498.9 |  | Veg |  |  |  |
| Medium | Yes | C6 | 714.5 |  |  |  | Utility Cover |  |
| Medium | Yes | C6 | 422.0 |  |  |  | Pot Hole |  |
| Medium | Yes | C6 | 368.7 |  |  |  | Pot Hole |  |
| Medium | Yes | C6 | 850.1 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 10545.5 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 9130.6 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 7992.8 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 7621.4 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 7398.8 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 7242.6 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 6644.3 |  | Veg |  |  |  |
| Medium | Yes | C5 | 6440.0 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 6361.1 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 5740.9 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 5607.7 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 4328.5 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 4259.8 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 4190.2 |  | Veg |  |  |  |
| Medium | Yes | C5 | 4499.9 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 4516.9 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 5408.6 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 5602.6 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 5767.4 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 5800.3 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 5839.3 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 6245.8 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 7193.6 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 7642.2 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 7721.5 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 7828.3 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 7930.9 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 8190.4 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 8260.0 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 8292.9 |  |  | $\times 6$ | Pot Hole |  |
| Medium | Yes | C5 | 8349.9 |  |  |  | Displacement | Pot Hole |
| Medium | Yes | C5 | 2819.7 |  |  | x2 | Displacement | Pot Hole |
| Medium | Yes | C5 | 2520.3 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 2475.7 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 1724.2 |  |  | destroyed tile | Pot Hole | Pot Hole |
| Medium | Yes | C5 | 1793.9 |  |  |  | Displacement |  |


| Medium | Yes | C5 | 2408.4 |  |  | x2 | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C5 | 2832.4 |  |  |  | Utility Cover | Pot Hole |
| Medium | Yes | C5 | 2897.4 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 3739.0 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | C5 | 3911.5 |  |  |  | Displacement |  |
| Medium | Yes | D3 | 1312.0 | Tree | Veg | x3 |  |  |
| Medium | Yes | D3 | 1539.3 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 6249.2 | Tree | Veg |  |  |  |
| Medium | Yes | C2 | 6236.3 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 6301.8 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 6155.4 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 4700.5 |  |  | severe | Utility Cover | Utility Cover |
| Medium | Yes | C2 | 4478.5 |  |  |  | Displacement | Pot Hole |
| Medium | Yes | C2 | 3832.9 |  |  |  | Utility Cover |  |
| Medium | Yes | C2 | 3607.6 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 3463.8 | Tree | Veg |  |  |  |
| Medium | Yes | C2 | 2488.8 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C2 | 2668.1 | Veg | Veg |  |  |  |
| Medium | Yes | C2 | 2573.4 | Veg | Veg |  |  |  |
| Medium | Yes | C2 | 2893.5 | Veg | Veg |  |  |  |
| Medium | Yes | C2 | 3127.7 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 3199.4 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 3320.4 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | C2 | 3496.7 |  |  | severe | Pot Hole | Utility Cover |
| Medium | Yes | C2 | 3542.5 | Veg | Veg |  |  |  |
| Medium | Yes | C2 | 3588.3 | Veg | Veg |  |  |  |
| Medium | Yes | C2 | 3725.4 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 2058.0 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 2091.5 |  | Veg |  |  |  |
| Medium | Yes | C2 | 2129.2 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 2028.8 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 1848.5 |  |  |  | Displacement | Utility Cover |
| Medium | Yes | C2 | 1780.3 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 1707.5 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 1576.5 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 1223.8 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 1199.9 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 897.8 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 781.8 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 762.8 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 706.0 |  |  | x2 | Displacement |  |
| Medium | Yes | C2 | 693.6 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 636.6 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 513.6 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 468.4 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 374.7 |  |  |  | Displacement |  |
| Medium | Yes | C2 | 299.0 |  |  |  | Displacement | Pot Hole |
| Medium | Yes | C4 | 675.2 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 453.9 |  | Veg |  |  |  |
| Medium | Yes | C2 | 563.8 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 762.2 |  |  |  | Pot Hole |  |
| Medium | Yes | C2 | 1012.3 |  |  |  | Utility Cover |  |
| Medium | Yes | C2 | 1570.9 |  |  |  | Utility Cover | Pot Hole |
| Medium | Yes | C4 | 5740.7 |  | Veg |  |  |  |
| Medium | Yes | C4 | 4522.4 |  | Veg |  |  |  |
| Medium | Yes | C4 | 4435.8 |  | Veg |  |  |  |
| Medium | Yes | C4 | 4354.1 |  | Veg |  |  |  |
| Medium | Yes | C4 | 4280.0 |  |  |  | Displacement |  |
| Medium | Yes | C4 | 4201.1 |  | Veg |  |  |  |
| Medium | Yes | C4 | 4167.7 |  | Veg |  |  |  |
| Medium | Yes | C4 | 4127.1 |  | Veg |  |  |  |
| Medium | Yes | C4 | 4099.5 |  | Veg |  |  |  |
| Medium | Yes | C4 | 4080.2 |  |  |  | Displacement |  |



| Medium | Yes | A1 | 3065.4 |  |  |  |  | Pot Hole | Pot Hole |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | A1 | 4705.9 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A1 | 5147.8 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A1 | 5171.2 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A1 | 5329.7 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A1 | 5824.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A1 | 5876.1 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A1 | 5633.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A1 | 5133.7 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A1 | 4723.0 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A1 | 4510.9 |  |  |  | 6 inch deep pot holes in driveway | Pot Hole | Pot Hole |
| Medium | Yes | A2 | 203.7 |  |  |  |  | Displacement |  |
| Medium | Yes | E6 | 496.7 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | E6 | 477.7 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | E6 | 175.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | E6 | 161.2 |  |  |  |  | Displacement |  |
| Medium | Yes | E6 | 130.6 |  |  |  | deteriorated sidewalk panel | Displacement | Displacement |
| Medium | Yes | E6 | 416.1 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | E6 | 471.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A2 | 537.3 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 621.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A2 | 1003.3 |  |  |  |  | Utility Cover |  |
| Medium | Yes | A2 | 1418.1 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 1721.8 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A2 | 2167.2 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 2294.0 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 2377.8 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 2435.1 |  |  |  | 2 inches | Displacement |  |
| Medium | Yes | A2 | 2450.5 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 2486.9 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 2385.5 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 2204.9 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 2158.3 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 1987.8 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 1930.8 |  |  |  |  | Displacement |  |
| Medium | Yes | A2 | 1887.6 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A2 | 1036.4 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A2 | 987.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A2 | 888.9 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A2 | 836.4 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A3 | 1130.8 |  |  |  |  | Displacement |  |
| Medium | Yes | A3 | 645.5 |  |  |  |  | Displacement |  |
| Medium | Yes | A3 | 1588.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 1636.3 |  |  |  |  | Displacement |  |
| Medium | Yes | A3 | 1701.0 |  |  |  |  | Displacement |  |
| Medium | Yes | A3 | 1783.8 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 1878.6 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 2206.1 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 2307.6 |  |  |  |  | Displacement |  |
| Medium | Yes | A3 | 2342.4 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A3 | 2765.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 3286.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 2438.1 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 2215.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 2175.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 1935.3 | Rough Xing |  |  |  | Displacement | Displacement |
| Medium | Yes | A3 | 1781.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 803.1 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 819.9 |  |  |  |  | Displacement |  |
| Medium | Yes | A4 | 1018.9 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A4 | 1059.1 |  |  |  |  | Displacement | Displacement |


| Medium | Yes | A4 | 1810.4 |  |  | Utility Cover | Utility Cover |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | A4 | 2501.8 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A4 | 2681.4 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A4 | 2774.9 |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 2804.3 |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 2864.3 |  |  | Displacement |  |
| Medium | Yes | A4 | 2908.0 |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 1814.8 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A4 | 1717.6 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A4 | 1455.0 | Rough Xing |  | Utility Cover | Utility Cover |
| Medium | Yes | A4 | 805.0 |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 4653.7 | Rough Xing |  | Displacement | Displacement |
| Medium | Yes | A4 | 4383.4 |  |  | Displacement |  |
| Medium | Yes | A4 | 4352.2 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A4 | 3162.0 |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 4061.9 |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 4071.0 | Rough Xing |  | Displacement | Displacement |
| Medium | Yes | A4 | 4411.5 |  |  | Displacement |  |
| Medium | Yes | A5 | 77.1 | Veg | Veg |  |  |
| Medium | Yes | E7 | 165.7 | Veg | Veg |  |  |
| Medium | Yes | E7 | 283.9 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | E7 | 231.1 |  |  | Displacement |  |
| Medium | Yes | E7 | 67.1 |  |  | Displacement |  |
| Medium | Yes | A5 | 657.2 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 1652.7 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 2024.5 | Rough Xing |  | Displacement | Displacement |
| Medium | Yes | A5 | 2225.7 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 2274.9 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 2333.8 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 2674.8 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 2670.5 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 1652.5 |  |  | Displacement |  |
| Medium | Yes | A5 | 1627.2 |  |  | Displacement |  |
| Medium | Yes | A5 | 1550.3 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 1518.7 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 1081.3 |  |  | Displacement |  |
| Medium | Yes | A5 | 945.9 |  |  | Displacement |  |
| Medium | Yes | A6 | 9401.8 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 8795.6 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 8738.4 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 8697.7 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 8592.8 |  |  | Tree Well |  |
| Medium | Yes | A6 | 9262.9 |  |  | Displacement | Pot Hole |
| Medium | Yes | A6 | 7204.4 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 5386.4 |  |  | Displacement |  |
| Medium | Yes | A6 | 5084.0 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 5140.8 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A6 | 5234.0 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A6 | 5406.9 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A6 | 5483.3 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 3786.6 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A6 | 4368.8 |  |  | Displacement |  |
| Medium | Yes | A6 | 4448.4 |  |  | Displacement |  |
| Medium | Yes | A6 | 4482.0 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 4777.4 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 4300.3 |  |  | Displacement |  |
| Medium | Yes | A6 | 4166.0 |  |  | Displacement |  |
| Medium | Yes | A6 | 4021.2 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A6 | 219.7 |  |  | Displacement | Utility Cover |
| Medium | Yes | A6 | 86.4 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A6 | 1949.9 |  |  | Utility Cover |  |
| Medium | Yes | A6 | 2178.3 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 2219.4 |  |  | Utility Cover | Utility Cover |


| Medium | Yes | A6 | 2245.8 |  |  |  | Utility Cover | Utility Cover |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | A6 | 2446.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 29184.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 28802.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 27511.4 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 27132.8 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 26995.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 26673.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 27520.5 | Veg | Veg |  |  |  |
| Medium | Yes | B5 | 29306.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 29390.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 29889.8 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 30023.8 | Veg | Veg |  |  |  |
| Medium | Yes | B5 | 31376.0 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 26271.5 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 26186.7 | Veg | Veg |  |  |  |
| Medium | Yes | B5 | 25412.7 | Veg | Veg |  |  |  |
| Medium | Yes | B5 | 25260.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 24923.9 | Veg | Veg |  |  |  |
| Medium | Yes | B5 | 24719.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 21813.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 22274.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 22482.7 | Veg | Veg |  |  |  |
| Medium | Yes | B5 | 23314.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 23359.4 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 23828.8 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 24419.6 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 24382.6 |  |  |  | Displacement | Utility Cover |
| Medium | Yes | B5 | 23825.2 | Veg | Veg |  |  |  |
| Medium | Yes | B5 | 23455.9 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 23422.2 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 23405.9 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 23190.1 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 22979.0 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 22952.5 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 22874.9 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 22697.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 22608.7 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 22465.8 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 22389.3 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 22305.7 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 21902.2 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 21863.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 21841.0 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 21813.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 21766.5 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 20873.2 | Rough Xing |  | rough pavement panel | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 20770.4 | Rough Xing |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 20715.1 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 20585.0 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 20284.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 20321.5 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 21646.1 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 1613.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 2192.4 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 2382.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 2685.3 |  |  |  | Utility Cover |  |
| Medium | Yes | B5 | 2943.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 2981.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 3038.5 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 3985.1 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 3974.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 3910.9 |  |  |  | Displacement | Displacement |


| Medium | Yes | B5 | 3896.5 |  |  |  | Utility Cover | Utility Cover |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B5 | 3829.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 3763.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 3703.3 |  |  | rough section of sidewalk | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 3151.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 2955.0 |  |  | rough sidewalk | Displacement | Displacement |
| Medium | Yes | B5 | 2283.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 2242.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 2124.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 1902.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 1820.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 7668.4 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 7884.3 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 8164.1 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 8184.5 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 7969.0 | Veg | Veg |  |  |  |
| Medium | Yes | B5 | 7917.7 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 7478.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 9212.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B8 | 280.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | B8 | 159.4 |  |  |  | Displacement |  |
| Medium | Yes | B8 | 135.9 |  |  |  | Utility Cover |  |
| Medium | Yes | B8 | 98.5 |  |  |  | Displacement |  |
| Medium | Yes | B8 | 31.0 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B7 | 4187.0 |  |  |  | Displacement |  |
| Medium | Yes | B7 | 4170.3 |  |  |  | Utility Cover |  |
| Medium | Yes | B5 | 9735.4 | Veg | Veg |  |  |  |
| Medium | Yes | B5 | 9891.2 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 10278.9 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 10485.1 |  |  |  | Displacement |  |
| Medium | Yes | B5 | 10510.4 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 10642.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 10845.8 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 11130.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 12343.1 |  |  | rough sidewalk | Utility Cover |  |
| Medium | Yes | B5 | 12442.7 | Other |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 12626.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 12761.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 12830.9 | Rough Xing |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 12915.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 13072.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 13176.8 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 13118.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 13045.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 12946.4 | Rough Xing |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 12538.4 |  |  | rough sidewalk | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 12505.8 | Rough Xing |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 12421.5 | Rough Xing |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 12401.8 |  |  | rough sidewalk | Displacement | Displacement |
| Medium | Yes | B5 | 12306.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 14312.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 14278.9 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 14230.5 |  |  |  | Displacement | Utility Cover |
| Medium | Yes | B5 | 13986.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 13810.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 13601.3 | Rough Xing |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 13302.4 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 13356.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | C1 | 26.0 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 14054.7 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 14100.5 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 14465.0 |  |  |  | Displacement | Displacement |


| Medium | Yes | B5 | 14650.2 | Other |  |  | rough sidewalk | Pot Hole | Pot Hole |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B5 | 15050.8 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 15212.8 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 15275.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 15347.1 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 15405.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 6061.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 6001.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 5953.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 15770.6 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 15664.3 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B5 | 15633.0 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 15364.2 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 15259.1 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 15117.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 14866.0 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 14802.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 14609.5 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 14456.4 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | E8 | 797.8 | Veg |  | Veg |  |  |  |
| Medium | Yes | E8 | 713.0 | Veg |  | Veg |  |  |  |
| Medium | Yes | E8 | 635.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | E8 | 293.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 17143.6 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 17086.8 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 16761.5 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 15966.4 | Veg |  | Veg |  | Displacement |  |
| Medium | Yes | B5 | 16832.7 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 17430.5 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 17459.4 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 17899.2 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 17990.7 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 18541.4 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 18620.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 18881.6 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 19863.7 |  |  |  | wide gaps between sidewalk panel | Displacement | Displacement |
| Medium | Yes | B5 | 20165.7 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 19977.0 |  |  |  |  | Utility Cover |  |
| Medium | Yes | B5 | 19901.1 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 19724.1 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 19639.8 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 19003.8 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 18752.3 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 18549.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 18455.9 | Veg |  | Veg |  |  |  |
| Medium | Yes | B5 | 18052.2 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 17960.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 17456.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 17354.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B8 | 5773.7 |  |  |  |  | Tree Well |  |
| Medium | Yes | B8 | 5810.7 |  |  |  |  | Tree Well |  |
| Medium | Yes | B4 | 7328.5 | Rough Xing |  |  |  | Displacement |  |
| Medium | Yes | B4 | 4028.3 | Rough Xing |  |  |  | Displacement |  |
| Medium | Yes | B9 | 4036.7 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B10 | 4351.9 | Veg |  | Veg |  |  |  |
| Medium | Yes | B10 | 4249.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 2345.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 1018.7 | Veg | Veg | Veg |  |  |  |
| Medium | Yes | B10 | 477.3 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B10 | 292.9 | Veg |  | Veg |  |  |  |
| Medium | Yes | B10 | 44.5 | Veg |  | Veg |  |  |  |
| Medium | Yes | B10 | 1383.4 | Other |  |  |  | Displacement | Displacement |


| Medium | Yes | B10 | 4773.3 |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B10 | 4697.5 |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 4622.1 |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 4778.6 |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 4864.4 |  |  | Displacement |  |
| Medium | Yes | B10 | 5255.3 |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 5343.9 |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 5403.7 |  |  | Displacement | Utility Cover |
| Medium | Yes | B10 | 5619.9 |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 5773.4 |  |  | Displacement |  |
| Medium | Yes | B10 | 5731.3 |  |  | Displacement |  |
| Medium | Yes | B10 | 5481.3 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B10 | 5467.8 |  |  | Displacement |  |
| Medium | Yes | B10 | 5396.1 |  |  | Displacement |  |
| Medium | Yes | B10 | 5197.4 |  |  | Displacement |  |
| Medium | Yes | B10 | 5135.4 |  |  | Displacement |  |
| Medium | Yes | B10 | 6098.5 |  |  | Displacement |  |
| Medium | Yes | B10 | 6145.6 |  |  | Displacement |  |
| Medium | Yes | B10 | 6829.4 |  |  | Displacement |  |
| Medium | Yes | B10 | 7186.2 |  |  | Utility Cover |  |
| Medium | Yes | B10 | 7062.1 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B10 | 7025.8 |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 6912.0 |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 6828.5 |  |  | Displacement | Displacement |
| Medium | Yes | B8 | 3983.8 |  |  | Tree Well |  |
| Medium | Yes | B8 | 3958.5 |  |  | Tree Well |  |
| Medium | Yes | B8 | 3900.7 |  |  | Tree Well |  |
| Medium | Yes | B8 | 3360.7 |  |  | Tree Well |  |
| Medium | Yes | B8 | 3317.3 |  |  | Tree Well |  |
| Medium | Yes | B8 | 3567.2 |  |  | Tree Well |  |
| Medium | Yes | B8 | 3747.1 |  |  | Displacement |  |
| Medium | Yes | B8 | 3775.7 |  |  | Displacement |  |
| Medium | Yes | B8 | 4187.8 |  |  | Displacement |  |
| Medium | Yes | B8 | 2483.2 |  |  | Displacement |  |
| Medium | Yes | B8 | 2457.1 |  |  | Displacement |  |
| Medium | Yes | B8 | 2151.1 |  |  | Displacement |  |
| Medium | Yes | B8 | 1904.5 | Veg | Veg | Displacement |  |
| Medium | Yes | B8 | 1409.9 |  |  | Displacement |  |
| Medium | Yes | B8 | 1365.3 |  |  | Utility Cover |  |
| Medium | Yes | B8 | 1284.8 |  |  | Utility Cover |  |
| Medium | Yes | B8 | 1245.4 |  |  | Displacement |  |
| Medium | Yes | B8 | 987.0 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B8 | 1063.8 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B8 | 1117.4 |  |  | Displacement | Displacement |
| Medium | Yes | B4 | 3424.0 |  |  | Displacement |  |
| Medium | Yes | B4 | 2988.7 |  |  | Displacement | Displacement |
| Medium | Yes | B4 | 1243.3 |  |  | Displacement |  |
| Medium | Yes | B4 | 1776.7 |  |  | Displacement |  |
| Medium | Yes | B4 | 1700.2 |  |  | Displacement | Displacement |
| Medium | Yes | B4 | 38.7 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A10 | 317.6 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A10 | 1012.8 |  |  | Displacement |  |
| Medium | Yes | A10 | 409.0 |  |  | Displacement |  |
| Medium | Yes | B4 | 560.2 |  |  | Displacement |  |
| Medium | Yes | C1 | 7748.2 |  |  | Displacement | Displacement |
| Medium | Yes | C1 | 7385.3 |  |  | Displacement | Displacement |
| Medium | Yes | C1 | 7075.7 |  |  | Displacement | Utility Cover |
| Medium | Yes | C1 | 7018.1 | Veg | Veg |  | Displacement |
| Medium | Yes | C1 | 6951.4 |  |  | Displacement | Displacement |
| Medium | Yes | C1 | 6367.7 |  |  | Displacement | Displacement |
| Medium | Yes | C1 | 6227.2 |  |  | Displacement |  |
| Medium | Yes | C1 | 5985.5 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C1 | 5501.5 |  |  | Displacement | Displacement |


| Medium | Yes | C1 | 4307.0 |  |  |  | Utility Cover | Utility Cover |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C1 | 3662.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | C1 | 4849.2 | Veg |  | Veg |  |  |
| Medium | Yes | C1 | 6256.6 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C1 | 6983.9 |  |  |  | Displacement |  |
| Medium | Yes | C1 | 2944.9 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | C1 | 2930.5 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | C1 | 2862.3 | Veg |  | Veg |  |  |
| Medium | Yes | C1 | 2609.6 |  |  |  | Displacement |  |
| Medium | Yes | C1 | 2375.5 | Veg | Veg | Veg |  |  |
| Medium | Yes | C1 | 2236.8 |  |  |  | Displacement |  |
| Medium | Yes | C1 | 2202.6 |  |  |  | Displacement |  |
| Medium | Yes | C1 | 2205.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | C1 | 2551.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | C1 | 3022.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | C1 | 3197.5 |  |  |  | Displacement |  |
| Medium | Yes | C1 | 3259.6 |  |  |  | Displacement |  |
| Medium | Yes | C1 | 3289.5 |  |  |  | Displacement |  |
| Medium | Yes | B7 | 4011.4 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B7 | 3971.0 |  |  |  | Displacement | Displacement |
| Medium | Yes | B7 | 3879.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | B7 | 3771.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B7 | 3043.4 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B7 | 671.7 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B7 | 387.5 | Veg |  | Veg |  |  |
| Medium | Yes | B7 | 149.0 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B7 | 568.6 |  |  |  | Displacement |  |
| Medium | Yes | B7 | 1195.4 |  |  |  | Displacement |  |
| Medium | Yes | B7 | 1477.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | B7 | 1917.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | B7 | 2219.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B7 | 2779.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B7 | 3005.3 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B7 | 3263.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | B7 | 3362.6 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B1 | 3484.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | B1 | 3936.3 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B1 | 3378.6 |  |  |  | Displacement |  |
| Medium | Yes | B1 | 5701.0 | Veg |  | Veg |  |  |
| Medium | Yes | B1 | 5526.7 | Veg |  | Veg |  |  |
| Medium | Yes | B1 | 5393.6 | Veg |  | Veg |  |  |
| Medium | Yes | B1 | 5373.0 | Veg | Veg |  | Displacement | Displacement |
| Medium | Yes | B1 | 4318.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | B1 | 4147.1 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B1 | 4153.6 | Veg |  | Veg |  |  |
| Medium | Yes | B1 | 4337.4 |  |  |  | Displacement |  |
| Medium | Yes | B1 | 4820.0 |  |  |  | Displacement |  |
| Medium | Yes | B1 | 5054.0 | Veg |  | Veg |  |  |
| Medium | Yes | B1 | 5221.0 |  |  |  | Displacement |  |
| Medium | Yes | B1 | 5500.4 |  |  |  | Displacement |  |
| Medium | Yes | B1 | 5865.9 | Veg |  | Veg |  |  |
| Medium | Yes | B1 | 5922.8 |  |  |  | Displacement |  |
| Medium | Yes | B1 | 6773.0 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | B1 | 8282.0 | Veg |  | Veg |  |  |
| Medium | Yes | B1 | 10182.8 |  |  |  | Displacement |  |
| Medium | Yes | B1 | 10165.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | B1 | 9268.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | B9 | 1067.1 |  |  |  | Displacement |  |
| Medium | Yes | B9 | 1199.6 | Veg |  | Veg |  |  |
| Medium | Yes | B9 | 2717.5 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B9 | 3422.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | B9 | 2884.4 | Veg |  | Veg |  |  |
| Medium | Yes | B9 | 1889.8 |  |  |  | Utility Cover |  |


| Medium | Yes | B9 | 1391.3 |  |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B6 | 339.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B6 | 655.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B6 | 928.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B6 | 1376.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B6 | 1820.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B6 | 2171.4 |  |  |  |  | Displacement |  |
| Medium | Yes | B6 | 3008.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B6 | 3260.5 |  |  |  |  | Displacement |  |
| Medium | Yes | B6 | 2657.2 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B6 | 2064.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B6 | 2079.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B9 | 8182.9 |  |  |  |  | Displacement |  |
| Medium | Yes | B9 | 8209.0 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B9 | 5488.7 | Veg |  | Veg |  |  |  |
| Medium | Yes | B9 | 7175.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 62.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 202.0 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 210.2 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 210.2 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 243.8 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 388.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 494.5 |  |  |  |  | Displacement | Utility Cover |
| Medium | Yes | B5 | 599.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 691.8 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 1025.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 1025.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 1061.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | E9 | 2168.7 |  |  |  |  | Displacement | Utility Cover |
| Medium | Yes | E9 | 1754.7 |  |  |  | picture 31 | Utility Cover | Utility Cover |
| Medium | Yes | E9 | 1735.1 |  |  |  |  | Displacement | Utility Cover |
| Medium | Yes | E9 | 1081.1 |  |  |  |  | Displacement | Utility Cover |
| Medium | Yes | E9 | 674.2 | Veg |  | Veg |  |  |  |
| Medium | Yes | E9 | 604.1 | Veg | Veg | Veg |  |  |  |
| Medium | Yes | E9 | 513.6 | Veg | Veg | Veg |  |  |  |
| Medium | Yes | E9 | 420.6 | Veg | Veg | Veg |  |  |  |
| Medium | Yes | E9 | 320.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | E9 | 267.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | E9 | 231.6 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | E9 | 170.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 531.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 566.0 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | F2 | 766.2 |  |  |  |  | Displacement |  |
| Medium | Yes | F2 | 770.6 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | F2 | 804.3 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | F2 | 1104.0 |  |  |  | pic 34 | Pot Hole | Pot Hole |
| Medium | Yes | F1 | 1155.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F1 | 1108.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F1 | 942.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F1 | 359.6 | Tree |  | Veg |  |  |  |
| Medium | Yes | F1 | 721.9 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | F1 | 747.4 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | F1 | 902.8 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | F1 | 1080.4 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | F2 | 2655.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 3110.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 5368.2 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 5890.9 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | F2 | 6223.7 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 6276.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 6378.1 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 6545.7 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | F2 | 6680.9 |  |  |  |  | Pot Hole | Pot Hole |


| Medium | Yes | F2 | 6841.6 |  |  |  | Utility Cover | Utility Cover |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | F2 | 6987.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 8239.8 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | F2 | 8562.3 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | F2 | 8667.3 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | F2 | 8890.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 8987.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 9289.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | F2 | 11087.3 |  |  |  | Displacement |  |
| Medium | Yes | F2 | 11119.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | F3 | 345.4 |  |  |  | Displacement |  |
| Medium | Yes | F4 | 454.9 |  | Veg |  |  |  |
| Medium | Yes | F4 | 602.2 |  | Veg |  |  |  |
| Medium | Yes | F4 | 2498.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | F5 | 2080.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | A7 | 1859.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | A7 | 1919.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | A7 | 2015.0 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 2564.0 | Veg | Veg |  |  |  |
| Medium | Yes | A9 | 2422.8 | Veg | Veg |  |  |  |
| Medium | Yes | A9 | 2051.8 | Veg | Veg |  |  |  |
| Medium | Yes | A9 | 21233.7 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 23426.3 | Other |  | drainage cover moves | Displacement | Displacement |
| Medium | Yes | A9 | 23249.5 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 23169.5 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 23087.3 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 22543.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 23744.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 23783.3 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 23807.2 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 24063.0 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 24336.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 24834.9 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 24856.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 25706.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 25769.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 27984.3 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 29273.1 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 29315.8 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 29560.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 35239.3 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 35150.8 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 34954.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 34922.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 34860.7 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 34347.1 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 34266.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 33852.8 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 33386.7 |  |  | pic 46 | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 33227.0 |  |  | 37.6\% | Displacement |  |
| Medium | Yes | A9 | 32996.8 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 32948.8 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 32198.7 |  |  | sidewalk panel with very rough pavement | Displacement | Displacement |
| Medium | Yes | A9 | 31871.3 | Other |  | missing sidewalk panel | Displacement | Displacement |
| Medium | Yes | A9 | 31578.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 31294.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 35327.1 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 35542.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 42966.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 42878.8 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 42462.2 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 41960.7 |  |  |  | Displacement | Displacement |


| Medium | Yes | A9 | 41917.5 |  |  |  | Displacement | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | A9 | 41806.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 41652.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 41589.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 41545.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 41034.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 40847.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 40768.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 40229.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 39295.5 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 39261.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 37962.1 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 37906.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 50369.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 50054.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 50095.0 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 49356.2 | Other |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 47078.4 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 46503.7 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 46279.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 45206.4 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 45019.4 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 44971.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 44583.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 44327.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 43659.6 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | E1 | 8902.8 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | E1 | 8967.0 |  |  |  | Displacement | Displacement |
| Medium | Yes | E4 | 2956.8 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 7487.7 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | E1 | 7489.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 7486.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 7485.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | E4 | 2831.2 | Other |  | sidewalk ends | Displacement | Displacement |
| Medium | Yes | E4 | 383.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | E4 | 280.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | E4 | 218.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | E4 | 176.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | E4 | 122.7 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 8991.9 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 9015.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 9037.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 9240.3 |  |  | tree roots, 10.3 xslope | Displacement |  |
| Medium | Yes | E1 | 9516.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 9521.5 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 9800.8 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | E1 | 9806.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 9935.9 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 10059.1 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 10732.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | E10 | 1933.2 |  |  |  | Displacement |  |
| Medium | Yes | E2 | 1300.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | E2 | 400.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | E2 | 298.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 27994.6 |  |  | wide gaps between sidewalk panels | Displacement | Displacement |
| Medium | Yes | C3 | 27627.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 27392.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 27207.3 |  |  | cross slope $=4.7$ | Displacement | Displacement |
| Medium | Yes | C3 | 27131.9 | Veg | Veg |  |  |  |
| Medium | Yes | C3 | 26725.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 26615.7 | Veg | Veg |  |  |  |
| Medium | Yes | C3 | 25784.0 |  |  |  | Displacement | Displacement |


| Medium | Yes | C3 | 24581.3 |  |  |  |  | Displacement | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C3 | 23832.8 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C3 | 23612.0 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C3 | 23171.6 | Veg |  | Veg |  |  |  |
| Medium | Yes | C3 | 23056.9 | Veg |  | Veg |  |  |  |
| Medium | Yes | C3 | 21938.0 |  |  |  |  | Pot Hole | Utility Cover |
| Medium | Yes | C3 | 21911.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 21864.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 21537.2 |  |  |  |  | Displacement |  |
| Medium | Yes | C3 | 21430.6 |  |  |  |  | Displacement |  |
| Medium | Yes | C3 | 21144.8 |  |  |  |  | Displacement |  |
| Medium | Yes | C3 | 21073.5 |  |  |  |  | Displacement |  |
| Medium | Yes | C3 | 19253.8 |  |  | Veg |  |  |  |
| Medium | Yes | D7 | 2979.8 |  |  |  | xslope 8.5 | Displacement |  |
| Medium | Yes | D7 | 3021.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | E1 | 1555.8 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D9 | 648.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | D9 | 591.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D9 | 421.8 | Veg | Veg |  |  | Displacement | Displacement |
| Medium | Yes | D9 | 364.1 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | D9 | 311.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | D9 | 165.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | D9 | 100.6 | Veg |  | Veg |  |  |  |
| Medium | Yes | D9 | 93.6 |  |  |  |  | Displacement |  |
| Medium | Yes | D9 | 1209.8 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | D9 | 1336.4 |  |  |  | patched running slope $=$ 9.1 | Displacement |  |
| Medium | Yes | E1 | 3094.3 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 3158.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 3204.1 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | E1 | 3412.0 | Veg | Veg |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 3806.6 |  |  |  |  | Displacement |  |
| Medium | Yes | E3 | 1296.0 |  |  |  |  | Displacement |  |
| Medium | Yes | E3 | 1280.4 | Veg |  | Veg |  |  |  |
| Medium | Yes | E3 | 1258.8 | Veg |  | Veg |  |  |  |
| Medium | Yes | E3 | 1213.9 |  |  |  |  | Displacement |  |
| Medium | Yes | E3 | 1062.4 |  |  |  |  | Displacement |  |
| Medium | Yes | E3 | 774.2 |  |  |  |  | Displacement |  |
| Medium | Yes | E3 | 705.6 |  |  |  |  | Displacement |  |
| Medium | Yes | E3 | 494.4 | Veg |  | Veg |  |  |  |
| Medium | Yes | E3 | 439.6 | Veg |  | Veg |  |  |  |
| Medium | Yes | C3 | 14549.1 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 14891.3 |  |  |  |  | Displacement |  |
| Medium | Yes | C3 | 15571.1 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | C3 | 16059.8 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C3 | 16245.4 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C3 | 16527.7 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | C3 | 16894.0 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 17642.2 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D7 | 2053.2 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | D7 | 1907.3 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D7 | 1828.6 |  |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | D7 | 1616.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D7 | 1246.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D6 | 4502.2 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | D6 | 4961.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D6 | 5200.6 |  |  | Veg |  |  |  |
| Medium | Yes | D6 | 5471.1 |  |  |  |  | Displacement |  |
| Medium | Yes | D6 | 6838.2 |  |  |  |  | Utility Cover |  |
| Medium | Yes | D4 | 3288.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | D4 | 3365.5 |  |  |  |  | Displacement |  |
| Medium | Yes | D4 | 3623.2 |  |  |  |  | Displacement |  |
| Medium | Yes | D5 | 79.6 |  |  |  |  | Displacement |  |



| Medium | Yes | A1 | 2638.8 | Rough Xing |  | 2-3 inch lip |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | A1 | 5605.0 | Rough Xing |  | missing sidewalk panel |  |  |
| Medium | Yes | A3 | 2863.9 | Rough Xing |  | horrible pavement condition |  |  |
| Medium | Yes | A3 | 2748.2 | Rough Xing |  | horrible pavement condition |  |  |
| Medium | Yes | A3 | 1895.8 |  |  | very rough pavement |  |  |
| Medium | Yes | A4 | 2087.8 |  |  | broken |  | Tree Well |
| Medium | Yes | A5 | 2039.2 |  |  | very rough pavement |  |  |
| Medium | Yes | A5 | 1031.8 | Other |  | dumpster in sidewalk |  |  |
| Medium | Yes | B5 | 20716.6 | Other |  | very rough pavement panel |  |  |
| Medium | Yes | B5 | 21763.3 | Other |  | missing sidewalk panel |  |  |
| Medium | Yes | B10 | 3911.4 | Other |  | very rough section of pavement |  |  |
| Medium | Yes | B7 | 4099.9 | Other |  | fire hydrant |  |  |
| Medium | Yes | A9 | 34579.8 | Other |  | fire hydrant and horizontal and vertical displacement |  |  |
| Medium | Yes | A9 | 46117.6 |  |  | sewer grate | Other | Other |
| Medium | Yes | D9 | 175.0 | Other |  | sharp dropoff |  |  |
| Medium | Yes | D4 | 3494.8 | Other |  | missing sidewalk panel |  |  |
| Medium | No | B5 | 48.6 |  |  |  |  | Displacement |
| Medium | No | B5 | 94.4 |  |  |  |  | Displacement |
| Medium | No | B5 | 158.0 |  |  |  |  | Pot Hole |
| Medium | No | B5 | 174.1 |  |  |  |  | Utility Cover |
| Medium | No | B5 | 213.7 |  |  |  |  | Displacement |
| Medium | No | B5 | 314.8 |  |  |  |  | Displacement |
| Medium | No | B5 | 352.2 |  |  |  |  | Displacement |
| Medium | No | B5 | 376.9 |  |  |  |  | Pot Hole |
| Medium | No | B5 | 616.8 |  |  |  |  | Displacement |
| Medium | No | B5 | 638.9 |  |  |  |  | Utility Cover |
| Medium | No | B5 | 658.6 |  |  |  |  | Pot Hole |
| Medium | No | B5 | 728.6 |  |  |  |  | Utility Cover |
| Medium | No | B5 | 858.5 |  |  |  |  | Displacement |
| Medium | No | B5 | 977.2 |  |  | rough | Other |  |
| Medium | No | B5 | 1029.2 |  |  |  |  | Pot Hole |
| Medium | No | B5 | 1124.4 |  |  |  |  | Pot Hole |
| Medium | No | F2 | 229.5 |  |  |  |  | Displacement |
| Medium | No | F1 | 2254.4 |  |  |  |  | Displacement |
| Medium | No | F2 | 2650.4 | Veg | Veg |  |  |  |
| Medium | No | F2 | 3921.0 |  |  |  |  | Pot Hole |
| Medium | No | F2 | 4316.7 |  |  |  |  | Displacement |
| Medium | No | F2 | 5961.5 |  |  |  |  | Pot Hole |
| Medium | No | F2 | 5995.8 |  |  |  |  | Pot Hole |
| Medium | No | F2 | 6372.2 | Veg | Veg |  |  |  |
| Medium | No | F2 | 7484.3 |  |  |  |  | Utility Cover |
| Medium | No | F2 | 8405.5 |  |  |  |  | Displacement |
| Medium | No | F2 | 8505.7 |  |  |  |  | Displacement |
| Medium | No | F2 | 9901.5 |  |  |  |  | Pot Hole |
| Medium | No | F2 | 12155.0 |  |  |  |  | Pot Hole |
| Medium | No | F2 | 13264.2 |  |  |  |  | Pot Hole |
| Medium | No | F2 | 13478.0 | Veg | Veg |  |  |  |
| Medium | No | F2 | 14199.9 |  |  | rough crossing |  |  |
| Medium | No | F2 | 14055.9 | Other |  | rough crossing |  |  |
| Medium | No | F2 | 12174.5 |  |  |  |  | Pot Hole |
| Medium | No | F2 | 12004.0 |  |  |  |  | Pot Hole |
| Medium | No | F2 | 11951.1 |  |  |  |  | Pot Hole |
| Medium | No | A7 | 76.3 | Veg | Veg |  |  |  |
| Medium | No | A7 | 51.9 | Veg | Veg |  |  |  |
| Medium | No | A7 | 106.3 | Veg | Veg |  |  |  |
| Medium | No | A7 | 187.0 | Veg | Veg |  |  |  |
| Medium | No | A7 | 220.6 | Veg | Veg |  |  |  |



| Medium | No | A9 | 46543.8 |  |  |  |  | Other |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A9 | 46412.6 |  |  |  |  |  | Displacement |
| Medium | No | A9 | 46303.2 | Sign Pole |  |  |  |  |  |
| Medium | No | A9 | 46129.6 | Rough Xing |  |  |  |  |  |
| Medium | No | A9 | 46105.7 |  |  |  | no sidewalks between ramps |  |  |
| Medium | No | A9 | 45932.6 | Median |  |  | porkchop island, 3 ramps, no sidewalk |  |  |
| Medium | No | A9 | 45423.3 |  |  |  |  |  | Displacement |
| Medium | No | E4 | 5706.0 |  |  |  |  |  | Utility Cover |
| Medium | No | E4 | 1266.7 | Veg |  | Tree Limb |  |  |  |
| Medium | No | E4 | 1223.1 | Veg |  | Tree Limb |  |  |  |
| Medium | No | E4 | 119.6 |  |  |  |  |  | Displacement |
| Medium | No | E1 | 6904.4 |  |  |  |  |  | Pot Hole |
| Medium | No | E1 | 7157.9 |  |  |  | bike tracks in cement | Other |  |
| Medium | No | E1 | 7415.0 |  |  |  |  |  | Pot Hole |
| Medium | No | E1 | 7519.7 | Rough Xing |  |  |  |  |  |
| Medium | No | E1 | 9028.3 |  |  |  |  |  | Pot Hole |
| Medium | No | E1 | 9110.9 |  |  |  |  |  | Pot Hole |
| Medium | No | E1 | 9179.0 |  |  |  |  |  | Pot Hole |
| Medium | No | E1 | 9248.1 |  |  |  |  |  | Pot Hole |
| Medium | No | E1 | 11105.3 | Veg | Veg |  |  |  |  |
| Medium | No | E10 | 1791.3 | Rough Xing |  |  |  |  |  |
| Medium | No | E2 | 1319.0 | Rough Xing |  |  |  |  |  |
| Medium | No | E2 | 1087.5 | Rough Xing |  |  |  |  |  |
| Medium | No | C3 | 26179.8 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 25675.0 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 25552.7 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 25257.1 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 24226.9 | Veg | Veg |  |  |  |  |
| Medium | No | C3 | 24043.9 | Veg | Veg |  |  |  |  |
| Medium | No | C3 | 24083.8 | Veg | Veg |  |  |  |  |
| Medium | No | C3 | 24016.0 |  |  |  |  |  | Pot Hole |
| Medium | No | C3 | 23961.4 | Veg |  |  | big bush in middle of landing |  |  |
| Medium | No | C3 | 23922.3 | Rough Xing |  |  |  |  |  |
| Medium | No | C3 | 23174.4 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 22774.8 |  |  |  |  |  | Pot Hole |
| Medium | No | C3 | 20944.6 |  |  |  |  |  | Displacement |
| Medium | No | D8 | 881.0 |  |  |  |  |  | Utility Cover |
| Medium | No | D8 | 676.9 | Rough Xing |  |  |  |  |  |
| Medium | No | D8 | 360.1 |  |  |  |  |  | Utility Cover |
| Medium | No | C3 | 19743.7 | Veg | Veg |  |  |  |  |
| Medium | No | C3 | 18902.8 | Veg | Veg |  |  |  |  |
| Medium | No | D7 | 2395.7 |  |  |  |  |  | Pot Hole |
| Medium | No | D7 | 2670.4 |  |  |  |  |  | Displacement |
| Medium | No | D7 | 3600.5 | Rough Xing |  |  |  |  |  |
| Medium | No | D7 | 4050.6 |  |  |  |  |  | Pot Hole |
| Medium | No | D7 | 4491.2 |  |  |  |  |  | Displacement |
| Medium | No | E1 | 646.4 | Veg |  |  |  |  |  |
| Medium | No | E1 | 466.8 | Rough Xing |  |  |  |  |  |
| Medium | No | E1 | 1028.8 | Rough Xing |  |  |  |  |  |
| Medium | No | E1 | 3796.1 |  |  |  |  |  | Displacement |
| Medium | No | E1 | 4938.4 | Veg | Veg |  |  |  |  |
| Medium | No | E1 | 5265.5 | Rough Xing |  |  |  |  |  |
| Medium | No | E3 | 2322.8 | Rough Xing |  |  |  |  |  |
| Medium | No | E3 | 207.0 |  |  |  |  | Other |  |
| Medium | No | C3 | 13328.7 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 13423.9 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 13452.6 |  |  |  |  |  | Pot Hole |
| Medium | No | C3 | 13560.6 |  |  |  |  |  | Pot Hole |
| Medium | No | C3 | 13586.1 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 14146.9 |  |  |  |  |  | Displacement |


| Medium | No | C3 | 14393.1 |  |  |  | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C3 | 14975.3 |  |  |  | Displacement |
| Medium | No | C3 | 15026.8 |  |  |  | Displacement |
| Medium | No | C3 | 15121.6 |  |  |  | Displacement |
| Medium | No | C3 | 15262.5 |  |  |  | Pot Hole |
| Medium | No | C3 | 15532.0 | Rough Xing |  |  |  |
| Medium | No | C3 | 15763.7 |  |  |  | Pot Hole |
| Medium | No | C3 | 15815.2 |  |  |  | Pot Hole |
| Medium | No | C3 | 15855.9 |  |  | X3 | Displacement |
| Medium | No | C3 | 16436.8 |  |  |  | Displacement |
| Medium | No | C3 | 16849.9 | Veg | Veg | x2 |  |
| Medium | No | C3 | 16961.1 |  |  |  | Displacement |
| Medium | No | C3 | 18334.5 | Veg | Veg |  |  |
| Medium | No | D7 | 2030.5 |  |  |  | Pot Hole |
| Medium | No | D7 | 1577.1 |  |  |  | Pot Hole |
| Medium | No | D7 | 1455.1 |  |  | parallel to sidewalk 8 ft | Displacement |
| Medium | No | D7 | 1382.6 |  |  |  | Displacement |
| Medium | No | D7 | 1238.3 |  | Veg |  |  |
| Medium | No | D7 | 978.4 | Veg | Veg |  |  |
| Medium | No | D7 | 786.6 |  |  |  | Pot Hole |
| Medium | No | D7 | 610.3 |  |  |  | Displacement |
| Medium | No | D7 | 611.3 |  |  |  | Pot Hole |
| Medium | No | D7 | 402.3 |  |  | asphalt patch |  |
| Medium | No | D7 | 249.8 |  |  |  | Utility Cover |
| Medium | No | D6 | 3668.6 |  |  |  | Displacement |
| Medium | No | D6 | 3638.8 |  |  |  | Displacement |
| Medium | No | D6 | 3562.7 | Veg | Veg |  |  |
| Medium | No | D6 | 3527.8 | Veg | Veg |  |  |
| Medium | No | D6 | 3454.9 | Veg | Veg |  |  |
| Medium | No | D6 | 2518.7 |  |  |  | Pot Hole |
| Medium | No | D6 | 2407.6 | Veg | Veg |  |  |
| Medium | No | D6 | 2121.8 | Veg | Veg | in sidewalk crack |  |
| Medium | No | D6 | 2051.4 |  |  |  | Displacement |
| Medium | No | D6 | 1937.6 |  |  |  | Displacement |
| Medium | No | D6 | 1897.0 |  |  |  | Pot Hole |
| Medium | No | D6 | 1899.7 |  |  | x3 | Displacement |
| Medium | No | D6 | 1775.0 |  |  |  | Pot Hole |
| Medium | No | D6 | 1623.4 |  |  |  | Displacement |
| Medium | No | D6 | 1577.3 |  |  |  | Displacement |
| Medium | No | D6 | 1120.9 | Veg | Veg |  |  |
| Medium | No | D6 | 836.5 |  |  |  | Tree Well |
| Medium | No | D6 | 685.0 |  |  |  | Tree Well |
| Medium | No | D6 | 546.8 |  |  |  | Displacement |
| Medium | No | D6 | 370.9 |  |  |  | Pot Hole |
| Medium | No | D6 | 246.3 |  |  |  | Pot Hole |
| Medium | No | D6 | 220.4 |  |  | x5 | Pot Hole |
| Medium | No | D6 | 695.5 |  |  |  | Pot Hole |
| Medium | No | D6 | 1548.6 |  |  |  | Displacement |
| Medium | No | D6 | 1600.0 |  |  | x2 | Displacement |
| Medium | No | D6 | 1697.6 | Rough Xing |  |  |  |
| Medium | No | D6 | 1811.4 | Rough Xing |  |  |  |
| Medium | No | D6 | 2955.7 |  |  |  | Pot Hole |
| Medium | No | D6 | 3307.9 |  |  | x4 | Displacement |
| Medium | No | D6 | 3416.2 |  |  |  | Displacement |
| Medium | No | D6 | 3546.2 | Rough Xing |  |  |  |
| Medium | No | D6 | 3649.1 |  |  |  | Pot Hole |
| Medium | No | D4 | 2355.0 |  |  |  | Displacement |
| Medium | No | D4 | 1975.3 | Veg | Veg |  |  |
| Medium | No | D4 | 1463.5 |  |  |  | Pot Hole |
| Medium | No | D4 | 2384.8 | Veg | Veg |  |  |
| Medium | No | C9 | 5857.6 | Rough Xing |  |  |  |
| Medium | No | D4 | 2627.1 |  |  |  | Displacement |
| Medium | No | D4 | 4190.3 | Veg | Veg |  |  |


| Medium | No | D4 | 5954.9 | Veg | Veg |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C9 | 6074.1 | Veg | Veg |  |  |  |
| Medium | No | C9 | 5484.8 |  |  |  |  | Displacement |
| Medium | No | C9 | 4980.7 | Rough Xing |  |  |  |  |
| Medium | No | C3 | 11077.1 | Rough Xing |  |  |  |  |
| Medium | No | C3 | 11530.2 |  |  |  |  | Displacement |
| Medium | No | C9 | 3457.6 |  |  |  |  | Pot Hole |
| Medium | No | C9 | 3350.4 | Veg | Veg |  |  |  |
| Medium | No | C9 | 2918.2 |  |  |  |  | Pot Hole |
| Medium | No | C9 | 1033.7 | Rough Xing |  |  |  |  |
| Medium | No | C3 | 10018.8 |  | Veg |  |  |  |
| Medium | No | C3 | 10108.1 |  | Veg |  |  |  |
| Medium | No | C3 | 198.3 | Rough Xing |  |  |  |  |
| Medium | No | B8 | 401.6 | Rough Xing |  |  |  |  |
| Medium | No | B8 | 403.2 | Median |  |  |  |  |
| Medium | No | B8 | 405.8 | Median |  | no sidewalk between ramps |  |  |
| Medium | No | C3 | 5023.2 |  | Veg |  |  |  |
| Medium | No | C3 | 4805.4 |  |  |  |  | Displacement |
| Medium | No | C3 | 4678.9 |  | Veg | many |  |  |
| Medium | No | C3 | 5328.1 |  |  |  |  | Displacement |
| Medium | No | C3 | 7927.1 |  |  |  |  | Pot Hole |
| Medium | No | C3 | 8364.3 |  |  |  |  | Pot Hole |
| Medium | No | C3 | 8358.1 |  |  |  |  | Pot Hole |
| Medium | No | C3 | 8445.4 |  |  |  |  | Displacement |
| Medium | No | C3 | 8580.7 |  |  | x3 |  | Pot Hole |
| Medium | No | C3 | 8671.0 |  |  |  |  | Utility Cover |
| Medium | No | C3 | 8680.4 |  |  |  |  | Pot Hole |
| Medium | No | C3 | 8761.3 |  |  |  |  | Pot Hole |
| Medium | No | C3 | 8796.7 |  |  | x2 in driveway |  | Pot Hole |
| Medium | No | C3 | 8902.0 |  |  | x2 |  | Pot Hole |
| Medium | No | C3 | 8950.3 |  |  |  |  | Pot Hole |
| Medium | No | C10 | 1284.6 | Rough Xing |  |  |  |  |
| Medium | No | C8 | 395.0 |  | Veg |  |  |  |
| Medium | No | C8 | 375.8 |  | Veg |  |  |  |
| Medium | No | C7 | 1485.0 |  | Veg |  |  |  |
| Medium | No | D1 | 4045.6 | Rough Xing |  |  |  |  |
| Medium | No | C7 | 3074.1 |  | Veg |  |  |  |
| Medium | No | C7 | 3128.1 | Veg |  |  |  |  |
| Medium | No | C7 | 4449.3 |  | Veg |  |  |  |
| Medium | No | C7 | 3711.8 | Rough Xing |  |  |  |  |
| Medium | No | C7 | 2901.1 | Rough Xing |  |  |  |  |
| Medium | No | C7 | 1954.8 |  | Veg |  |  |  |
| Medium | No | C7 | 1899.3 |  | Veg |  |  |  |
| Medium | No | C7 | 1476.8 |  | Veg |  |  |  |
| Medium | No | B1 | 14441.7 |  |  | x2 |  | Pot Hole |
| Medium | No | B1 | 11900.0 |  |  | x3 |  | Pot Hole |
| Medium | No | B1 | 10483.6 |  |  |  |  | Pot Hole |
| Medium | No | B1 | 11191.8 |  |  |  |  | Pot Hole |
| Medium | No | B1 | 11267.7 |  |  | x2 |  | Pot Hole |
| Medium | No | B1 | 11489.8 |  |  |  |  | Pot Hole |
| Medium | No | B1 | 11890.5 |  |  |  |  | Pot Hole |
| Medium | No | B1 | 15345.8 | Rough Xing |  |  |  |  |
| Medium | No | B1 | 15788.8 |  |  |  |  | Pot Hole |
| Medium | No | D1 | 4668.7 | Veg | Veg |  |  |  |
| Medium | No | D1 | 4820.6 | Veg | Veg |  |  |  |
| Medium | No | D1 | 3789.7 |  | Veg |  |  |  |
| Medium | No | D1 | 4149.9 |  | Veg |  |  |  |
| Medium | No | D1 | 2931.8 | Rough Xing |  |  |  |  |
| Medium | No | D1 | 2453.6 |  | Veg |  |  |  |
| Medium | No | D1 | 2215.9 | Rough Xing |  |  |  |  |
| Medium | No | D1 | 1995.2 |  | Veg |  |  |  |
| Medium | No | D1 | 1560.8 |  | Veg |  |  |  |


| Medium | No | D1 | 966.3 |  |  | Tree Limb |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C4 | 2883.9 | Rough Xing |  |  |  |  |  |
| Medium | No | D1 | 107.9 |  | Veg |  |  |  |  |
| Medium | No | D1 | 1232.4 |  |  |  |  |  | Pot Hole |
| Medium | No | D1 | 1722.7 |  |  |  |  | Other | Pot Hole |
| Medium | No | D1 | 1770.2 |  | Veg |  |  |  |  |
| Medium | No | D1 | 2211.3 | Rough Xing |  |  |  |  |  |
| Medium | No | D1 | 2190.4 | Rough Xing |  |  |  |  |  |
| Medium | No | D1 | 3525.3 |  |  | Tree Limb |  |  |  |
| Medium | No | A10 | 9724.2 |  | Veg |  |  |  |  |
| Medium | No | A10 | 9967.2 | Other |  |  |  |  |  |
| Medium | No | A10 | 9716.2 |  |  |  |  |  |  |
| Medium | No | A10 | 10189.0 | Rough Xing |  |  |  |  |  |
| Medium | No | A10 | 10765.3 |  |  |  | x5 |  | Pot Hole |
| Medium | No | A10 | 10328.5 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 9379.4 |  |  |  |  |  |  |
| Medium | No | A10 | 6415.2 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 7291.0 |  |  |  |  |  | Displacement |
| Medium | No | A10 | 8444.2 | Veg | Veg |  |  |  |  |
| Medium | No | A10 | 8453.4 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 8573.7 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 8807.4 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 8530.4 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 8425.9 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 7169.5 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 5699.2 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 5551.8 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 5351.1 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 4929.4 |  |  |  |  |  | Utility Cover |
| Medium | No | A10 | 4537.8 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 4304.6 |  |  |  |  |  | Displacement |
| Medium | No | A10 | 4236.8 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 3690.5 |  |  |  |  |  | Pot Hole |
| Medium | No | A10 | 3529.0 | Veg | Veg |  |  |  |  |
| Medium | No | A10 | 2985.6 | Rough Xing |  |  |  |  |  |
| Medium | No | A10 | 3834.4 |  |  |  |  |  | Pot Hole |
| Medium | No | B3 | 1978.7 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 7232.5 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 7209.1 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 7231.0 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 7261.7 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 11225.7 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 11475.7 |  |  |  |  |  |  |
| Medium | No | B2 | 11487.4 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 11501.2 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 14254.3 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 14318.5 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 14289.5 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 14279.1 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 16296.6 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 17031.2 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 17337.5 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 17866.5 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 17521.2 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 17574.1 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 17545.1 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 17503.8 | Rough Xing |  |  |  |  |  |
| Medium | No | B2 | 17225.1 |  | Veg |  |  |  |  |
| Medium | No | B2 | 18871.8 | Veg | Veg |  |  |  |  |
| Medium | No | D2 | 306.3 |  |  |  |  |  | Displacement |
| Medium | No | D2 | 777.6 | Rough Xing |  |  |  |  |  |
| Medium | No | C6 | 1027.9 |  | Veg |  |  |  | Tree Well |
| Medium | No | C6 | 1873.9 |  | Veg |  |  |  |  |


| Medium | No | C6 | 1826.0 |  | Veg |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C5 | 9472.5 | Rough Xing |  |  |  |  |  |
| Medium | No | C5 | 9965.2 |  |  |  |  |  |  |
| Medium | No | C5 | 8621.4 |  |  |  |  |  | Displacement |
| Medium | No | C5 | 8850.7 |  |  |  |  |  | Displacement |
| Medium | No | C5 | 8598.6 |  |  |  |  |  | Displacement |
| Medium | No | C6 | 3215.8 | Rough Xing |  |  |  |  |  |
| Medium | No | C5 | 6681.3 |  | Veg |  |  |  |  |
| Medium | No | C5 | 8559.3 | Median |  |  |  |  |  |
| Medium | No | C5 | 9031.8 |  | Veg |  |  |  |  |
| Medium | No | C5 | 3713.0 |  |  |  |  |  | Pot Hole |
| Medium | No | C5 | 2923.7 |  |  |  | x2 |  | Pot Hole |
| Medium | No | C5 | 2435.1 |  |  |  |  |  | Pot Hole |
| Medium | No | C5 | 2203.3 |  |  |  |  |  | Pot Hole |
| Medium | No | C5 | 2174.9 |  |  |  |  |  | Pot Hole |
| Medium | No | C5 | 2215.0 |  |  |  |  |  | Utility Cover |
| Medium | No | C5 | 3838.2 |  |  |  |  |  | Pot Hole |
| Medium | No | C2 | 4759.1 | Veg | Veg |  |  |  |  |
| Medium | No | C2 | 4302.0 |  |  |  |  |  | Utility Cover |
| Medium | No | C2 | 4249.8 | Rough Xing |  |  |  |  |  |
| Medium | No | C2 | 3917.8 |  |  |  |  |  | Pot Hole |
| Medium | No | C2 | 3695.6 |  |  |  |  |  | Pot Hole |
| Medium | No | C2 | 2655.0 |  |  |  |  |  | Utility Cover |
| Medium | No | C2 | 3062.3 |  |  |  | old platform for signal pole | Other |  |
| Medium | No | C2 | 3408.5 |  |  |  |  |  | Pot Hole |
| Medium | No | C2 | 1804.5 |  | Veg |  |  |  |  |
| Medium | No | C2 | 2115.4 |  | Veg |  |  |  |  |
| Medium | No | C2 | 2139.4 |  | Veg |  |  |  |  |
| Medium | No | C2 | 2221.2 |  |  |  |  |  | Pot Hole |
| Medium | No | C2 | 1983.5 |  |  |  |  |  | Pot Hole |
| Medium | No | C2 | 1299.2 | Rough Xing |  |  |  |  |  |
| Medium | No | C2 | 701.4 |  | Veg |  |  |  |  |
| Medium | No | C2 | 434.9 |  |  | Tree Limb |  |  |  |
| Medium | No | C2 | 353.0 |  | Veg |  |  |  |  |
| Medium | No | C2 | 478.5 |  | Veg |  |  |  |  |
| Medium | No | C2 | 1349.8 |  | Veg |  |  |  |  |
| Medium | No | C4 | 4816.2 | Rough Xing |  |  |  |  |  |
| Medium | No | C4 | 2979.0 |  | Veg |  |  |  |  |
| Medium | No | C2 | 246.2 | Rough Xing |  |  |  |  |  |
| Medium | No | C4 | 550.7 | Rough Xing |  |  |  |  |  |
| Medium | No | C4 | 1879.2 | Sign Pole |  |  |  |  |  |
| Medium | No | C4 | 3291.0 |  | Veg |  |  |  |  |
| Medium | No | C5 | 368.8 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 0.0 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 91.1 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 141.3 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 704.2 | Veg | Veg |  |  |  |  |
| Medium | No | A1 | 1628.9 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 1051.4 | Veg | Veg |  |  |  |  |
| Medium | No | A1 | 1008.7 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 1185.4 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 248.4 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 2727.7 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 2596.6 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 2482.0 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 2345.8 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 2305.6 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 2248.3 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 2207.0 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 1910.9 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 1866.1 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 1839.0 | Rough Xing |  |  |  |  |  |


| Medium | No | A1 | 1857.2 |  |  |  |  |  | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A1 | 1967.4 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 2245.2 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 2339.2 | Rough Xing |  |  |  |  |  |
| Medium | No | E6 | 36.4 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 3723.6 |  |  |  |  |  | Utility Cover |
| Medium | No | A1 | 3711.4 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 3609.2 |  |  |  |  |  | Utility Cover |
| Medium | No | A1 | 3432.1 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 3319.3 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 3199.7 |  |  |  |  |  | Utility Cover |
| Medium | No | A1 | 4467.0 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 4521.0 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 4603.4 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 4637.4 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 4734.3 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 4819.0 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 4893.0 | Veg | Veg |  |  |  |  |
| Medium | No | A1 | 4998.6 | Veg | Veg |  |  |  |  |
| Medium | No | A1 | 5250.5 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 5494.6 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 5522.8 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 5492.6 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 4692.6 | Rough Xing |  |  |  |  |  |
| Medium | No | A1 | 4669.5 | Rough Xing |  |  |  |  |  |
| Medium | No | A2 | 243.2 |  |  |  |  |  | Displacement |
| Medium | No | E6 | 358.7 |  |  |  |  |  | Displacement |
| Medium | No | E6 | 70.5 | Veg | Veg |  |  |  |  |
| Medium | No | A2 | 968.1 | Rough Xing |  |  |  |  |  |
| Medium | No | A2 | 1020.8 |  |  |  |  |  | Displacement |
| Medium | No | A2 | 2517.5 | Rough Xing |  |  |  |  |  |
| Medium | No | A2 | 552.0 |  |  |  |  |  | Displacement |
| Medium | No | A2 | 451.1 | Rough Xing |  |  |  |  |  |
| Medium | No | A2 | 480.9 | Rough Xing |  |  |  |  |  |
| Medium | No | A3 | 0.0 | Rough Xing |  |  |  |  |  |
| Medium | No | A3 | 949.4 |  |  |  |  |  | Displacement |
| Medium | No | A3 | 1169.2 | Veg | Veg |  |  |  |  |
| Medium | No | A3 | 1499.5 | Rough Xing |  |  |  |  |  |
| Medium | No | A3 | 2091.2 |  |  |  |  |  | Displacement |
| Medium | No | A3 | 2152.4 |  |  |  |  |  | Displacement |
| Medium | No | A3 | 2417.8 | Rough Xing |  |  |  |  |  |
| Medium | No | A3 | 2977.7 | Rough Xing |  |  |  |  |  |
| Medium | No | A3 | 3398.3 |  |  |  |  |  | Displacement |
| Medium | No | A3 | 2007.8 | Rough Xing |  |  |  |  |  |
| Medium | No | A3 | 1968.1 | Rough Xing |  |  |  |  |  |
| Medium | No | A4 | 577.0 |  |  |  |  |  | Utility Cover |
| Medium | No | A4 | 619.7 |  |  |  |  |  | Displacement |
| Medium | No | A4 | 691.6 |  |  |  |  |  | Displacement |
| Medium | No | A4 | 916.4 | Rough Xing |  |  |  |  |  |
| Medium | No | A4 | 984.4 | Rough Xing |  |  |  |  |  |
| Medium | No | A4 | 1200.7 | Rough Xing |  |  |  |  |  |
| Medium | No | A4 | 1401.4 | Rough Xing |  |  |  |  |  |
| Medium | No | A4 | 1541.4 | News Rack |  |  |  |  |  |
| Medium | No | A4 | 2162.2 |  |  |  |  |  | Displacement |
| Medium | No | A4 | 2182.2 |  |  |  |  |  | Displacement |
| Medium | No | A4 | 2627.3 |  |  |  |  |  | Displacement |
| Medium | No | A4 | 1765.7 | Rough Xing |  |  |  |  |  |
| Medium | No | A4 | 1628.2 | Veg | Veg |  |  |  |  |
| Medium | No | A4 | 1541.2 | Rough Xing |  |  |  |  |  |
| Medium | No | A4 | 925.8 | Rough Xing |  |  |  |  |  |
| Medium | No | A4 | 4777.3 |  |  |  |  |  | Displacement |
| Medium | No | A4 | 4745.9 |  |  |  |  |  | Displacement |
| Medium | No | A4 | 4093.7 |  |  |  |  |  | Utility Cover |


| Medium | No | A4 | 3309.6 |  |  |  |  | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A4 | 3919.0 |  |  |  |  | Displacement |
| Medium | No | A4 | 4041.2 |  |  |  |  | Displacement |
| Medium | No | A4 | 4215.7 |  |  |  |  | Displacement |
| Medium | No | A4 | 4306.6 |  |  |  |  | Displacement |
| Medium | No | A4 | 4429.2 |  |  |  |  | Utility Cover |
| Medium | No | A4 | 4460.5 | Rough Xing |  |  |  |  |
| Medium | No | A4 | 4870.3 | Rough Xing |  |  |  |  |
| Medium | No | A4 | 4867.5 |  |  |  |  | Displacement |
| Medium | No | A4 | 4870.3 | Rough Xing |  |  |  |  |
| Medium | No | A4 | 4870.3 | Rough Xing |  |  |  |  |
| Medium | No | E7 | 252.0 | Veg | Tree Limb |  |  |  |
| Medium | No | E7 | 0.0 |  |  |  |  | Displacement |
| Medium | No | A5 | 731.6 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 10501.6 |  |  |  |  | Displacement |
| Medium | No | A5 | 1119.9 |  |  |  |  | Displacement |
| Medium | No | A5 | 1557.8 |  |  |  |  | Displacement |
| Medium | No | A5 | 1997.3 | Rough Xing |  |  |  |  |
| Medium | No | A5 | 2129.9 |  |  |  |  | Displacement |
| Medium | No | A5 | 2726.8 |  |  |  |  | Displacement |
| Medium | No | A5 | 2701.0 |  |  |  |  | Displacement |
| Medium | No | A5 | 1872.8 | Rough Xing |  |  |  |  |
| Medium | No | A5 | 1678.7 |  |  |  |  | Displacement |
| Medium | No | A5 | 1231.2 | Rough Xing |  |  |  |  |
| Medium | No | A5 | 1196.7 |  |  |  |  | Displacement |
| Medium | No | A5 | 1113.4 |  |  |  |  | Displacement |
| Medium | No | A5 | 1050.5 | Rough Xing |  |  |  |  |
| Medium | No | A5 | 877.2 |  |  |  |  | Displacement |
| Medium | No | A5 | 797.3 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 9815.5 |  |  |  |  | Displacement |
| Medium | No | A6 | 7888.6 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 7690.3 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 7864.9 |  |  |  |  | Displacement |
| Medium | No | A6 | 8857.5 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 6872.8 |  |  |  |  | Displacement |
| Medium | No | A6 | 6904.1 |  |  |  |  | Displacement |
| Medium | No | A6 | 7234.7 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 6808.3 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 6635.9 |  |  |  |  | Displacement |
| Medium | No | A6 | 6322.1 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 5634.5 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 5606.4 |  |  |  |  | Displacement |
| Medium | No | A6 | 5297.8 |  |  |  |  | Utility Cover |
| Medium | No | A6 | 5191.6 |  |  |  |  | Displacement |
| Medium | No | A6 | 5100.0 |  |  |  |  | Displacement |
| Medium | No | A6 | 4985.5 |  |  |  |  | Displacement |
| Medium | No | A6 | 4887.0 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 4882.0 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 4990.8 |  |  |  |  | Displacement |
| Medium | No | E7 | 349.8 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 6459.2 |  |  |  |  | Displacement |
| Medium | No | A6 | 6684.2 |  |  |  |  | Displacement |
| Medium | No | A6 | 6731.0 |  |  |  |  | Displacement |
| Medium | No | A6 | 6797.4 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 3311.9 |  |  |  |  | Displacement |
| Medium | No | A6 | 3554.8 |  |  |  |  | Displacement |
| Medium | No | A6 | 3637.3 |  |  |  |  | Displacement |
| Medium | No | A6 | 3673.5 |  |  |  |  | Displacement |
| Medium | No | A6 | 3963.2 |  |  |  |  | Displacement |
| Medium | No | A6 | 4209.7 |  |  |  |  | Displacement |
| Medium | No | A6 | 4417.2 |  |  |  |  | Displacement |
| Medium | No | A6 | 4761.8 | Rough Xing |  |  |  |  |
| Medium | No | A6 | 4516.0 |  |  |  |  | Displacement |


| Medium | No | A6 | 3570.6 |  |  |  | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A6 | 3379.0 |  |  |  | Displacement |
| Medium | No | A6 | 2916.4 | Rough Xing |  |  |  |
| Medium | No | A6 | 2779.1 |  |  |  | Displacement |
| Medium | No | A6 | 2727.0 |  |  |  | Displacement |
| Medium | No | A6 | 2347.2 | Rough Xing |  |  |  |
| Medium | No | A6 | 1768.7 |  |  |  | Displacement |
| Medium | No | A6 | 1680.7 |  |  |  | Displacement |
| Medium | No | A6 | 1585.9 | Rough Xing |  |  |  |
| Medium | No | A6 | 1367.1 | Rough Xing |  |  |  |
| Medium | No | A6 | 1258.8 |  |  |  |  |
| Medium | No | A6 | 0.0 |  |  |  | Displacement |
| Medium | No | A9 | 19832.5 | Rough Xing |  |  |  |
| Medium | No | A6 | 2157.7 | Rough Xing |  |  |  |
| Medium | No | A6 | 2371.0 |  |  | depressed concrete | Displacement |
| Medium | No | B5 | 31630.2 | Rough Xing |  |  |  |
| Medium | No | B5 | 31324.1 | Rough Xing |  |  |  |
| Medium | No | B5 | 30665.5 | Rough Xing |  |  |  |
| Medium | No | B5 | 30038.5 |  |  |  | Displacement |
| Medium | No | B5 | 28878.9 | Rough Xing |  |  |  |
| Medium | No | B5 | 28828.2 | Rough Xing |  |  |  |
| Medium | No | B5 | 28836.1 | Veg | Veg |  |  |
| Medium | No | B5 | 28520.6 | Rough Xing |  |  |  |
| Medium | No | B5 | 28265.6 | Veg | Veg |  |  |
| Medium | No | B5 | 27767.2 |  |  |  | Utility Cover |
| Medium | No | B5 | 27105.6 | Veg | Veg |  |  |
| Medium | No | B5 | 27035.1 | Veg | Veg |  |  |
| Medium | No | B5 | 26534.0 | Rough Xing |  |  |  |
| Medium | No | B5 | 26576.6 | Rough Xing |  |  |  |
| Medium | No | B5 | 26532.0 | Rough Xing |  |  |  |
| Medium | No | B5 | 28182.0 | Rough Xing |  |  |  |
| Medium | No | B5 | 28189.7 | Veg | Veg |  |  |
| Medium | No | B5 | 28959.5 | Rough Xing |  |  |  |
| Medium | No | B5 | 29129.5 | Rough Xing |  |  |  |
| Medium | No | B5 | 29411.7 | Other |  | sidewalk ends abruptly |  |
| Medium | No | B5 | 29682.5 | Other |  | sidewalk ends abruptly |  |
| Medium | No | B5 | 30753.4 |  |  |  | Displacement |
| Medium | No | B5 | 31321.2 | Rough Xing |  |  |  |
| Medium | No | B5 | 26471.3 | Rough Xing |  |  |  |
| Medium | No | B5 | 26101.9 |  |  |  | Displacement |
| Medium | No | B5 | 25725.7 | Rough Xing |  |  |  |
| Medium | No | B5 | 25572.3 |  |  |  | Displacement |
| Medium | No | B5 | 24761.8 | Veg | Veg |  |  |
| Medium | No | B5 | 24518.9 | Rough Xing |  |  |  |
| Medium | No | B5 | 25390.5 | Veg | Veg |  |  |
| Medium | No | B5 | 25455.3 | Veg | Veg |  |  |
| Medium | No | B5 | 25502.7 | Veg | Veg |  |  |
| Medium | No | B5 | 25590.0 | Veg | Veg |  |  |
| Medium | No | B5 | 25707.2 | Rough Xing |  |  |  |
| Medium | No | B5 | 22932.5 | Rough Xing |  |  |  |
| Medium | No | B5 | 23008.5 | Veg | Veg |  |  |
| Medium | No | B5 | 23877.7 |  |  |  | Displacement |
| Medium | No | B5 | 23767.0 | Veg | Veg |  |  |
| Medium | No | B5 | 23742.5 |  |  |  | Displacement |
| Medium | No | B5 | 23239.1 |  |  |  | Displacement |
| Medium | No | B5 | 23053.5 |  |  |  | Displacement |
| Medium | No | B5 | 22927.0 | Rough Xing |  |  |  |
| Medium | No | B5 | 22338.3 |  |  |  | Displacement |
| Medium | No | B5 | 22237.3 | Rough Xing |  |  |  |
| Medium | No | B5 | 21796.1 | Rough Xing |  |  |  |
| Medium | No | B5 | 21359.0 | Rough Xing |  |  |  |
| Medium | No | B5 | 21329.5 | Rough Xing |  |  |  |
| Medium | No | B5 | 20934.7 |  |  |  | Displacement |


| Medium | No | B5 | 20354.6 | Rough Xing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | B5 | 20473.9 | Rough Xing |  |  |  |
| Medium | No | B5 | 20228.0 | Rough Xing |  |  |  |
| Medium | No | B5 | 20199.7 | Rough Xing |  |  |  |
| Medium | No | B5 | 20751.2 |  |  |  | Utility Cover |
| Medium | No | B5 | 20773.6 | Rough Xing |  |  |  |
| Medium | No | B5 | 21360.8 | Rough Xing |  |  |  |
| Medium | No | A10 | 1653.4 | Rough Xing |  |  |  |
| Medium | No | B5 | 1676.2 | Rough Xing |  |  |  |
| Medium | No | B5 | 3006.6 | Rough Xing |  |  |  |
| Medium | No | B5 | 3058.4 |  |  |  | Displacement |
| Medium | No | B5 | 3644.2 | Rough Xing |  |  |  |
| Medium | No | B5 | 3694.8 | Other |  | rough asphalt |  |
| Medium | No | B5 | 3820.2 | Rough Xing |  |  |  |
| Medium | No | B5 | 3657.0 | Rough Xing |  |  |  |
| Medium | No | B5 | 2796.1 | Rough Xing |  |  |  |
| Medium | No | B5 | 2770.7 | Rough Xing |  |  |  |
| Medium | No | B5 | 2618.9 | Rough Xing |  |  |  |
| Medium | No | B5 | 1760.7 | Rough Xing |  |  |  |
| Medium | No | B5 | 5082.2 | Veg | Veg |  |  |
| Medium | No | B5 | 5064.1 | Rough Xing |  |  |  |
| Medium | No | B5 | 8132.2 | Rough Xing |  |  |  |
| Medium | No | B5 | 8442.9 | Rough Xing |  |  |  |
| Medium | No | B5 | 8161.5 | Other |  | dirt pile on sidewalk |  |
| Medium | No | B5 | 8124.0 |  |  |  | Displacement |
| Medium | No | B5 | 8103.1 | Rough Xing |  |  |  |
| Medium | No | B5 | 7828.0 | Rough Xing |  |  |  |
| Medium | No | B5 | 7562.4 | Rough Xing |  |  |  |
| Medium | No | C3 | 28.6 | Rough Xing |  |  |  |
| Medium | No | B5 | 9365.8 | Rough Xing |  |  |  |
| Medium | No | C3 | 333.0 |  |  |  | Displacement |
| Medium | No | B8 | 183.4 | Rough Xing |  |  |  |
| Medium | No | B8 | 248.3 | Rough Xing |  |  |  |
| Medium | No | B5 | 8806.3 | Veg | Veg |  |  |
| Medium | No | B5 | 8868.9 | Veg | Veg |  |  |
| Medium | No | B5 | 8891.3 | Rough Xing |  |  |  |
| Medium | No | B5 | 9596.1 | Other |  | rough sidewalk |  |
| Medium | No | B5 | 9812.5 | Rough Xing |  |  |  |
| Medium | No | B5 | 9937.4 | Rough Xing |  |  |  |
| Medium | No | B5 | 10086.5 | Rough Xing |  |  |  |
| Medium | No | B5 | 10230.7 | Rough Xing |  |  |  |
| Medium | No | B5 | 10329.0 | Rough Xing |  |  |  |
| Medium | No | B5 | 10384.4 | Rough Xing |  |  |  |
| Medium | No | B5 | 10449.6 | Rough Xing |  |  |  |
| Medium | No | B5 | 10515.3 | Rough Xing |  |  |  |
| Medium | No | B5 | 11734.7 | Rough Xing |  |  |  |
| Medium | No | B5 | 11579.5 | Rough Xing |  |  |  |
| Medium | No | B5 | 11251.1 | Rough Xing |  |  |  |
| Medium | No | B5 | 10678.9 | Rough Xing |  |  |  |
| Medium | No | B5 | 11270.9 | Rough Xing |  |  |  |
| Medium | No | B5 | 11609.2 | Veg | Veg |  |  |
| Medium | No | B5 | 11754.8 | Rough Xing |  |  |  |
| Medium | No | B5 | 12724.5 | Rough Xing |  |  |  |
| Medium | No | B5 | 13069.4 | Rough Xing |  |  |  |
| Medium | No | B5 | 13324.4 | Rough Xing |  |  |  |
| Medium | No | C1 | 248.3 | Rough Xing |  |  |  |
| Medium | No | B5 | 14285.9 | Other |  | rough sidewalk |  |
| Medium | No | B5 | 14278.6 | Veg | Veg |  |  |
| Medium | No | B5 | 14310.8 | Veg | Veg |  |  |
| Medium | No | B5 | 14372.8 | Rough Xing |  |  |  |
| Medium | No | B5 | 14524.4 |  |  |  | Displacement |
| Medium | No | B5 | 14747.4 | Rough Xing |  |  |  |
| Medium | No | B5 | 15120.5 | Rough Xing |  |  |  |



| Medium | No | B10 | 5515.9 | Rough Xing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | B10 | 5351.3 | Veg | Veg |  |  |
| Medium | No | B10 | 5277.6 |  |  |  | Displacement |
| Medium | No | B10 | 6202.3 | Veg | Veg |  |  |
| Medium | No | B10 | 6753.3 | Rough Xing |  |  |  |
| Medium | No | B10 | 6639.0 |  |  |  | Displacement |
| Medium | No | B8 | 4029.5 | Rough Xing |  |  |  |
| Medium | No | B8 | 3392.6 | Veg | Veg |  |  |
| Medium | No | B8 | 3161.9 | Rough Xing |  |  |  |
| Medium | No | B8 | 3145.3 | Rough Xing |  |  |  |
| Medium | No | B9 | 8230.6 | Rough Xing |  |  |  |
| Medium | No | B8 | 3536.8 | Rough Xing |  |  |  |
| Medium | No | B8 | 3796.1 |  |  |  | Displacement |
| Medium | No | B8 | 3861.8 |  |  |  | Displacement |
| Medium | No | B8 | 4083.0 | Rough Xing |  |  |  |
| Medium | No | B8 | 1749.7 | Rough Xing |  |  |  |
| Medium | No | B8 | 926.0 | Rough Xing |  |  |  |
| Medium | No | B8 | 921.0 | Rough Xing |  |  |  |
| Medium | No | B8 | 1507.3 | Rough Xing |  |  |  |
| Medium | No | B4 | 3454.8 |  |  |  | Displacement |
| Medium | No | B4 | 3428.6 | Rough Xing |  |  |  |
| Medium | No | B4 | 2724.2 | Other |  | rough pavement |  |
| Medium | No | B4 | 2066.9 |  |  |  | Displacement |
| Medium | No | B4 | 2915.3 |  |  |  | Displacement |
| Medium | No | B4 | 680.4 | Veg | Veg |  |  |
| Medium | No | B4 | 629.2 | Veg | Veg |  |  |
| Medium | No | B4 | 259.2 |  |  |  | Displacement |
| Medium | No | B4 | 87.5 |  |  |  | Displacement |
| Medium | No | A10 | 1193.8 | Rough Xing |  |  |  |
| Medium | No | A10 | 713.2 | Rough Xing |  |  |  |
| Medium | No | A10 | 1161.0 | Rough Xing |  |  |  |
| Medium | No | B4 | 524.4 | Rough Xing |  |  |  |
| Medium | No | C1 | 7627.3 | Rough Xing |  |  |  |
| Medium | No | C1 | 8058.0 | Rough Xing |  |  |  |
| Medium | No | C1 | 7307.5 |  |  |  | Displacement |
| Medium | No | C1 | 7153.9 |  |  |  | Displacement |
| Medium | No | C1 | 6677.8 |  |  |  | Displacement |
| Medium | No | C1 | 6108.9 | Veg | Veg |  |  |
| Medium | No | C1 | 6084.6 | Rough Xing |  |  |  |
| Medium | No | C1 | 4229.6 | Rough Xing |  |  |  |
| Medium | No | C1 | 3899.6 |  |  |  | Displacement |
| Medium | No | C1 | 3723.1 |  |  |  | Displacement |
| Medium | No | C1 | 5396.2 |  |  |  | Displacement |
| Medium | No | C1 | 5551.7 |  |  |  | Displacement |
| Medium | No | C1 | 5787.8 |  |  |  | Displacement |
| Medium | No | C1 | 5880.1 |  |  |  | Displacement |
| Medium | No | C1 | 5954.0 |  |  |  | Utility Cover |
| Medium | No | C1 | 6693.3 |  |  |  | Displacement |
| Medium | No | C1 | 7118.4 | Rough Xing |  |  |  |
| Medium | No | C1 | 3180.5 |  |  |  | Displacement |
| Medium | No | C1 | 3105.6 | Rough Xing |  |  |  |
| Medium | No | C1 | 2485.9 |  |  |  | Displacement |
| Medium | No | C1 | 2761.8 | Rough Xing |  |  |  |
| Medium | No | C1 | 3104.8 | Rough Xing |  |  |  |
| Medium | No | B7 | 3392.9 |  |  |  | Displacement |
| Medium | No | B7 | 3224.0 | Rough Xing |  |  |  |
| Medium | No | B7 | 326.5 |  |  |  | Displacement |
| Medium | No | B7 | 397.5 |  |  |  | Displacement |
| Medium | No | B4 | 10456.4 | Rough Xing |  |  |  |
| Medium | No | B7 | 1229.4 |  |  |  | Displacement |
| Medium | No | B7 | 1449.5 | Rough Xing |  |  | Displacement |
| Medium | No | B7 | 2829.2 | Veg | Veg |  |  |
| Medium | No | B7 | 3310.6 | Rough Xing |  |  |  |



| Medium | No | F2 | 1314.5 | Rough Xing |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | F1 | 979.2 | Tree |  | Tree Limb |  |  |
| Medium | No | F1 | 191.3 |  |  |  |  | Displacement |
| Medium | No | F1 | 878.5 |  |  |  |  | Utility Cover |
| Medium | No | F1 | 1313.7 |  |  |  |  | Utility Cover |
| Medium | No | F2 | 2038.7 | Rough Xing |  |  |  |  |
| Medium | No | F2 | 2230.7 | Other |  |  | major debris from no drainage pic 39 |  |
| Medium | No | F2 | 3499.8 | Other |  |  | abrupt sidewalk ending |  |
| Medium | No | F2 | 6415.7 | Other |  |  | abrupt sidewalk ending pic 41 |  |
| Medium | No | F2 | 7097.1 |  |  |  |  | Displacement |
| Medium | No | F2 | 7442.8 |  |  |  |  | Displacement |
| Medium | No | F2 | 7704.2 |  |  |  |  | Displacement |
| Medium | No | F2 | 7752.1 |  |  |  |  | Displacement |
| Medium | No | F2 | 7800.9 |  |  |  |  | Displacement |
| Medium | No | F2 | 8066.3 |  |  |  |  | Displacement |
| Medium | No | F2 | 10467.6 |  |  |  |  | Displacement |
| Medium | No | F2 | 10499.3 |  |  |  |  | Displacement |
| Medium | No | F2 | 10523.0 |  |  |  |  | Displacement |
| Medium | No | F2 | 10891.6 |  |  |  |  | Displacement |
| Medium | No | F2 | 10991.7 |  |  |  |  | Displacement |
| Medium | No | F3 | 488.1 |  |  |  |  | Displacement |
| Medium | No | F3 | 639.3 |  | Veg |  |  |  |
| Medium | No | F3 | 993.6 |  |  |  |  | Utility Cover |
| Medium | No | F3 | 809.2 |  | Veg |  |  |  |
| Medium | No | F3 | 754.4 |  |  |  |  | Displacement |
| Medium | No | F3 | 702.9 |  |  |  |  | Displacement |
| Medium | No | F3 | 322.9 |  |  |  |  | Displacement |
| Medium | No | F4 | 2112.6 |  |  |  |  | Displacement |
| Medium | No | F4 | 2138.2 |  |  |  |  | Displacement |
| Medium | No | F4 | 2270.9 |  |  |  |  | Displacement |
| Medium | No | F5 | 925.5 | Rough Xing |  |  |  |  |
| Medium | No | F5 | 867.1 | Other |  |  | sidewalk ends |  |
| Medium | No | A7 | 852.3 | Rough Xing |  |  |  |  |
| Medium | No | A7 | 2206.4 | Veg | Veg |  |  |  |
| Medium | No | A7 | 2368.9 | Veg | Veg |  |  |  |
| Medium | No | A9 | 743.8 |  |  |  |  | Displacement |
| Medium | No | A9 | 973.6 | Other |  |  | sidewalk ends |  |
| Medium | No | A9 | 949.5 | Other |  |  |  |  |
| Medium | No | A9 | 24209.7 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 24322.2 |  |  |  |  | Displacement |
| Medium | No | A9 | 25144.5 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 25486.1 |  |  |  | rough pavements |  |
| Medium | No | A9 | 25596.9 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 25733.8 |  |  |  | multiple | Pot Hole |
| Medium | No | A9 | 25876.4 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 25970.3 |  |  |  |  | Displacement |
| Medium | No | A9 | 26750.6 |  |  |  |  | Displacement |
| Medium | No | A9 | 27506.6 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 29194.4 |  |  |  |  | Displacement |
| Medium | No | A9 | 29773.5 |  |  |  |  | Displacement |
| Medium | No | A9 | 34926.7 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 34550.0 |  |  |  |  | Displacement |
| Medium | No | A9 | 34191.2 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 34168.6 | Other |  |  | excessive debris (rocks) on sidewalk |  |
| Medium | No | A9 | 33360.0 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 33090.8 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 32907.8 | Veg | Veg |  |  |  |
| Medium | No | A9 | 32848.6 | Veg | Veg |  |  |  |
| Medium | No | A9 | 35954.1 |  |  |  |  | Displacement |
| Medium | No | A9 | 35995.5 |  |  |  |  | Displacement |


| Medium | No | A9 | 36020.4 | Rough Xing |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A9 | 36084.2 |  |  |  |  | Displacement |
| Medium | No | A9 | 36376.4 |  |  |  |  | Displacement |
| Medium | No | A9 | 42700.2 |  |  |  |  | Displacement |
| Medium | No | A9 | 42553.4 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 42410.7 |  |  |  |  | Displacement |
| Medium | No | A9 | 42395.7 |  |  |  |  | Displacement |
| Medium | No | A9 | 42125.3 |  |  |  |  | Displacement |
| Medium | No | A9 | 41340.1 |  |  |  |  | Displacement |
| Medium | No | A9 | 41137.1 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 41114.7 | Veg | Veg |  |  |  |
| Medium | No | A9 | 41055.6 |  |  |  |  | Displacement |
| Medium | No | A9 | 40902.3 |  |  |  |  | Displacement |
| Medium | No | A9 | 40814.8 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 40608.8 |  |  |  |  | Displacement |
| Medium | No | A9 | 40459.5 |  |  |  |  | Displacement |
| Medium | No | A9 | 40315.4 |  |  |  |  | Displacement |
| Medium | No | A9 | 39091.8 |  |  |  |  | Utility Cover |
| Medium | No | A9 | 38317.4 |  |  |  |  | Displacement |
| Medium | No | A9 | 38232.4 |  |  |  |  | Displacement |
| Medium | No | A9 | 38185.3 |  |  |  |  | Displacement |
| Medium | No | A9 | 37533.0 |  |  |  |  | Utility Cover |
| Medium | No | A9 | 37270.0 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 51474.6 | Median |  |  |  |  |
| Medium | No | A9 | 50893.7 | Other |  |  |  |  |
| Medium | No | A9 | 50509.6 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 50275.8 | Rough Xing |  |  | crosswalk needs to be repainted |  |
| Medium | No | A9 | 49915.2 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 49083.4 | Median |  |  |  |  |
| Medium | No | A9 | 48270.9 |  |  |  |  | Displacement |
| Medium | No | A9 | 48148.6 | Median |  |  |  |  |
| Medium | No | A9 | 48084.5 | Median |  |  |  |  |
| Medium | No | A9 | 46195.8 |  |  |  | rough pavement |  |
| Medium | No | A9 | 45987.2 |  |  |  | rough pavement in median |  |
| Medium | No | C3 | 22604.9 |  |  |  | rough pavement in median |  |
| Medium | No | A9 | 45805.0 |  |  |  | sidewalk ends |  |
| Medium | No | A9 | 45339.9 |  |  |  | sidewalk ends |  |
| Medium | No | A9 | 45008.8 | Sign Pole | Sign |  |  |  |
| Medium | No | A9 | 44692.5 |  |  |  |  | Displacement |
| Medium | No | A9 | 44682.3 |  |  |  |  | Displacement |
| Medium | No | A9 | 44594.7 |  |  |  |  | Pot Hole |
| Medium | No | A9 | 44335.8 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 43812.5 | Other |  |  | rough pavement | Displacement |
| Medium | No | E4 | 3807.7 |  |  |  | sidewalk ends |  |
| Medium | No | E4 | 3820.8 |  |  |  |  | Displacement |
| Medium | No | E4 | 3903.0 |  |  |  |  | Displacement |
| Medium | No | E1 | 8929.1 | Rough Xing |  |  |  |  |
| Medium | No | E4 | 3992.9 | Other |  |  | sidewalk ends |  |
| Medium | No | E4 | 2968.9 | Other |  |  | sidewalk ends |  |
| Medium | No | E4 | 2929.1 |  |  |  |  | Displacement |
| Medium | No | E1 | 7559.1 |  |  |  |  | Displacement |
| Medium | No | E1 | 7520.2 | Rough Xing |  |  |  |  |
| Medium | No | E4 | 409.2 | Other |  |  | sidewalk ends |  |
| Medium | No | E1 | 6932.4 |  |  |  |  | Displacement |
| Medium | No | E1 | 7820.7 |  |  | Tree Limb |  |  |
| Medium | No | E1 | 10144.3 |  |  |  |  | Displacement |
| Medium | No | E1 | 10557.1 | Rough Xing |  |  |  |  |
| Medium | No | E1 | 10673.1 |  |  |  |  | Displacement |
| Medium | No | E1 | 10822.4 |  |  |  |  | Displacement |
| Medium | No | E1 | 10858.2 |  | Veg |  |  |  |



| Medium | No | C3 | 15789.6 | Rough Xing |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C3 | 15840.5 |  |  |  |  |  | Utility Cover |
| Medium | No | C3 | 15895.1 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 16331.1 | Rough Xing |  |  |  |  |  |
| Medium | No | C3 | 16746.2 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 16991.7 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 17308.7 | Rough Xing |  |  |  |  |  |
| Medium | No | C3 | 17480.6 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 18064.0 |  |  |  |  |  | Pot Hole |
| Medium | No | D7 | 1992.9 |  |  | Tree Limb |  |  |  |
| Medium | No | D7 | 1929.3 | Rough Xing |  |  |  |  |  |
| Medium | No | D7 | 1464.0 |  |  |  | rough pavement |  |  |
| Medium | No | D7 | 1299.2 | Rough Xing |  |  |  |  |  |
| Medium | No | D7 | 828.3 |  |  |  |  |  | Displacement |
| Medium | No | D7 | 507.4 |  |  |  |  |  | Displacement |
| Medium | No | D7 | 413.0 | Median |  |  |  |  |  |
| Medium | No | D6 | 4532.1 | Rough Xing |  |  |  |  |  |
| Medium | No | D6 | 5432.9 |  |  |  |  |  | Utility Cover |
| Medium | No | D6 | 6778.2 |  |  |  |  |  | Utility Cover |
| Medium | No | D6 | 6816.6 | Other | Sign |  |  |  |  |
| Medium | No | D4 | 2900.6 |  |  |  |  |  | Displacement |
| Medium | No | D4 | 3474.7 |  |  |  |  |  | Utility Cover |
| Medium | No | D5 | 200.3 |  |  |  |  |  | Displacement |
| Medium | No | D5 | 262.2 |  |  |  |  |  | Displacement |
| Medium | No | D5 | 1813.5 | Veg | Veg |  |  |  |  |
| Medium | No | D5 | 2246.6 | Rough Xing |  |  |  |  |  |
| Medium | No | D5 | 2258.4 | Rough Xing |  |  |  |  |  |
| Medium | No | D5 | 2257.4 | Rough Xing |  |  |  |  |  |
| Medium | No | D5 | 1816.7 |  |  |  |  |  | Displacement |
| Medium | No | D4 | 4722.6 |  |  |  |  |  | Utility Cover |
| Medium | No | D6 | 4945.9 | Rough Xing |  |  |  |  |  |
| Medium | No | C9 | 8245.8 | Rough Xing |  |  |  |  |  |
| Medium | No | C9 | 8232.5 |  |  |  |  |  | Utility Cover |
| Medium | No | C9 | 7890.4 |  |  |  |  |  | Displacement |
| Medium | No | C9 | 7070.4 |  |  |  |  |  | Displacement |
| Medium | No | C9 | 6989.3 | Other |  |  | rough pavement |  |  |
| Medium | No | C9 | 6728.6 | News Rack |  |  |  |  |  |
| Medium | No | C9 | 4961.6 | Rough Xing |  |  |  |  |  |
| Medium | No | C3 | 11606.8 | Rough Xing |  |  |  |  |  |
| Medium | No | C9 | 4766.2 |  | Veg |  |  |  |  |
| Medium | No | C9 | 3990.2 |  |  |  |  |  | Utility Cover |
| Medium | No | C9 | 3567.4 |  |  |  |  |  | Utility Cover |
| Medium | No | C9 | 3310.4 |  |  |  | rough pavement |  |  |
| Medium | No | C9 | 3223.7 | Rough Xing |  |  |  |  |  |
| Medium | No | C9 | 2802.3 |  |  |  |  |  | Displacement |
| Medium | No | C9 | 2651.2 |  |  |  |  |  | Displacement |
| Medium | No | C9 | 2249.1 |  |  |  |  |  | Utility Cover |
| Medium | No | C9 | 1418.3 |  | Veg |  |  |  |  |
| Medium | No | C9 | 1268.6 |  | Veg | Tree Limb |  |  |  |
| Medium | No | C9 | 653.8 |  | Veg |  |  |  |  |
| Medium | No | C9 | 605.3 |  |  |  | rough pavement |  |  |
| Medium | No | C9 | 549.8 |  | Veg |  |  |  | Utility Cover |
| Medium | No | C3 | 10704.7 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 10773.8 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 10876.0 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 6247.6 |  |  |  |  |  | Utility Cover |
| Medium | No | C3 | 6765.5 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 7452.5 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 7930.4 |  |  |  | cap | Other | Displacement |
| Medium | No | C3 | 8263.5 |  |  |  |  |  | Utility Cover |
| Medium | No | C3 | 8608.4 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 8727.1 | Rough Xing |  |  |  |  |  |
| Medium | No | C3 | 8840.1 | Rough Xing |  |  |  |  |  |


| Medium | No | C3 | 8917.7 | Rough Xing |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C3 | 9135.4 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 9350.1 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 9429.2 |  |  |  |  |  | Displacement |
| Medium | No | C10 | 79.0 |  |  |  |  |  | Displacement |
| Medium | No | D1 | 4760.9 | Rough Xing |  |  |  |  |  |
| Medium | No | C10 | 961.1 | Veg | Veg |  |  |  |  |
| Low | Yes | A1 | 546.4 | Utility Pole |  |  |  |  |  |
| Low | Yes | B1 | 7533.3 | Utility Pole |  |  |  |  |  |
| Low | Yes | E1 | 1641.6 |  |  |  |  | Displacement |  |
| Low | Yes | E1 | 1713.6 |  |  |  |  | Displacement |  |
| Low | Yes | E1 | 3327.6 |  |  |  |  | Pot Hole |  |
| Low | Yes | D4 | 4102.0 |  |  |  |  | Displacement |  |
| Low | Yes | B1 | 14171.6 |  |  |  |  | Displacement |  |
| Low | Yes | D1 | 3087.3 |  |  |  |  | Displacement |  |
| Low | Yes | D1 | 3054.4 |  |  | Veg |  |  |  |
| Low | Yes | A3 | 2236.3 |  |  |  |  | Displacement | Displacement |
| Low | Yes | A3 | 1618.2 |  |  |  |  | Displacement |  |
| Low | Yes | B5 | 29325.8 |  |  |  |  | Displacement | Displacement |
| Low | Yes | B5 | 13466.5 |  |  |  |  | Utility Cover | Utility Cover |
| Low | Yes | B5 | 15104.0 |  |  |  |  | Displacement | Displacement |
| Low | Yes | C1 | 2715.3 |  |  |  |  | Displacement | Displacement |
| Low | Yes | B9 | 3942.3 |  |  |  |  | Utility Cover | Utility Cover |
| Low | Yes | B9 | 3951.2 |  |  |  |  | Pot Hole | Pot Hole |
| Low | Yes | B6 | 2499.1 |  |  |  |  | Displacement |  |
| Low | Yes | B9 | 6125.9 |  |  |  |  | Displacement |  |
| Low | Yes | F2 | 8838.7 |  |  |  |  | Displacement | Displacement |
| Low | Yes | C10 | 437.7 | Veg |  | Veg |  |  |  |
| Low | Yes | B6 | 3185.1 | Rough Xing |  |  | broken pavement with cross slope of 17 \% |  | Displacement |
| Low | No | C7 | 4744.9 |  |  | Tree Limb |  |  |  |
| Low | No | B1 | 13269.1 | Veg | Veg |  |  |  |  |
| Low | No | B1 | 15294.0 | Veg | Veg |  |  |  |  |
| Low | No | D1 | 2564.1 | Rough Xing |  |  |  |  |  |
| Low | No | A3 | 1819.6 |  |  |  | asphalt driveway rough pavement |  |  |
| Low | No | A6 | 4783.3 | Rough Xing |  |  |  |  |  |
| Low | No | A6 | 2311.1 |  |  |  |  |  | Displacement |
| Low | No | B5 | 16502.6 | Other |  |  | wide gaps between sidewalk panel |  | Displacement |
| Low | No | B5 | 16424.7 | Rough Xing |  |  |  |  |  |
| Low | No | C1 | 6287.5 | Rough Xing |  |  |  |  |  |
| Low | No | C1 | 5567.4 | Rough Xing |  |  |  |  |  |
| Low | No | C1 | 5278.6 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 752.7 |  |  |  |  |  | Displacement |
| Low | No | B9 | 805.0 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 902.8 |  |  |  |  |  | Displacement |
| Low | No | B9 | 957.0 |  |  |  |  |  | Displacement |
| Low | No | B9 | 1156.1 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2243.9 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2280.5 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2380.8 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2591.4 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2734.9 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2800.1 |  |  |  |  |  | Displacement |
| Low | No | B9 | 2823.5 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2904.0 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 3088.8 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 3559.4 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 3810.5 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 3052.0 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2267.2 | Rough Xing |  |  |  |  |  |
| Low | No | B6 | 2198.1 | Rough Xing |  |  |  |  |  |


| Low | No | B6 | 2279.0 | Rough Xing |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | No | B6 | 2535.4 | Rough Xing |  |  |  |  |
| Low | No | B6 | 2782.8 | Rough Xing |  |  |  |  |
| Low | No | B6 | 2827.2 |  |  |  |  |  |
| Low | No | B6 | 2839.1 | Rough Xing |  |  |  |  |
| Low | No | B6 | 2955.6 | Rough Xing |  |  |  |  |
| Low | No | B6 | 2879.9 | Rough Xing |  |  |  |  |
| Low | No | B6 | 2858.6 | Rough Xing |  |  |  |  |
| Low | No | F2 | 10267.6 | Rough Xing |  |  |  |  |
| Low | No | A8 | 391.1 | Other |  |  |  |  |
| Low | No | E1 | 833.5 |  |  |  |  |  |
| Low | No | C10 | 378.2 | Rough Xing |  |  |  |  |


| Non-Compliant |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Location Priority | Severe? (Y/N) | Route Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| High | Yes | B5 | 110.0 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 733.2 | No | No | No | 0.00 | bench | No |
| High | Yes | F2 | 6504.7 | No | No | No | 0.00 |  | No |
| High | Yes | F2 | 7174.5 | No | No | No | 0.00 | bench | No |
| High | Yes | F2 | 8856.6 | No |  | No | 0.00 | bench | No |
| High | Yes | F2 | 10338.2 | No | No | No | 0.00 |  | No |
| High | Yes | F2 | 11329.3 | No | No | No | 0.00 | bench | No |
| High | Yes | F4 | 3501.8 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 16382.3 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 21087.5 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 34633.9 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 33305.4 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 32695.8 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 31320.1 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 36356.0 | No | No | No | 0.00 |  | No |
| High | Yes | A9 | 46914.5 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 44268.3 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 9452.0 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 22160.5 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 2813.9 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | E1 | 5362.5 | No | No | No | 0.00 |  | No |
| High | Yes | E1 | 6440.8 | No | No | No | 0.00 |  | No |
| High | Yes | E3 | 1144.5 | No | No | No | 0.00 |  | No |
| High | Yes | C3 | 14314.0 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 16865.8 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 17532.2 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 18284.2 | No |  | No | 0.00 |  | No |
| High | Yes | D7 | 1095.2 | No |  | No | 0.00 |  | No |
| High | Yes | D7 | 565.8 | No |  | No | 0.00 |  | No |
| High | Yes | D6 | 5100.3 | No |  | No | 0.00 |  | No |
| High | Yes | D4 | 3835.3 | No | No | No | 0.00 |  | No |
| High | Yes | C9 | 1765.0 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 6793.8 | No | No | No | 0.00 |  | No |
| High | Yes | C3 | 7749.2 | No | No | No | 0.00 |  | No |
| High | Yes | F2 | 8682.7 | No |  | No | 0.00 |  | No |
| High | Yes | F2 | 11207.8 | No |  | No | 0.00 |  | No |
| High | Yes | F2 | 12103.4 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 11223.4 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | A9 | 20465.5 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 21026.5 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 22138.6 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 23225.6 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 23339.4 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 25720.7 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 33968.5 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 31782.1 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 36359.6 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | A9 | 38524.0 | No |  | No | 0.00 |  | No |
| High | Yes | A9 | 46856.0 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 7224.0 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 7795.4 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 9511.3 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 1340.3 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 1891.7 | No |  | No | 0.00 |  | No |
| High | Yes | E1 | 2679.7 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | E1 | 5355.3 | No |  | No | 0.00 |  | No |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | D7 | 753.6 | No |  | No | 0.00 |  | No |
| High | Yes | D6 | 3270.4 | No |  | No | 0.00 |  | No |
| High | Yes | D6 | 2499.4 | No |  | No | 0.00 |  | No |
| High | Yes | D6 | 3278.1 | No |  | No | 0.00 |  | No |
| High | Yes | D4 | 2668.7 | No |  | No | 0.00 |  | No |
| High | Yes | D4 | 3046.5 | No |  | No | 0.00 |  | No |
| High | Yes | D4 | 5478.4 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | C9 | 6244.6 | No |  | No | 0.00 |  | No |
| High | Yes | C9 | 5372.4 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 10239.3 | No |  | No | 0.00 |  | No |
| High | Yes | C3 | 9621.2 | No |  | No | 0.00 |  | No |
| High | Yes | B1 | 13441.0 | No |  | No | 0.00 |  | No |
| High | Yes | B1 | 11085.7 | No |  | No | 0.00 |  | No |
| High | Yes | B1 | 10454.9 | No |  | No | 0.00 |  | No |
| High | Yes | D1 | 2993.6 | No |  | No | 0.00 |  | No |
| High | Yes | D1 | 3594.1 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 9647.6 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 10802.6 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 9455.8 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 6447.1 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 7668.1 | No |  | No | 0.00 |  | No |
| High | Yes | A10 | 5515.7 | No |  | No | 0.00 |  | No |
| High | Yes | B3 | 1474.5 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 4745.4 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 8413.4 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 8730.2 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 12903.8 | No |  | No | 0.00 |  | No |
| High | Yes | B2 | 14163.4 | No |  | No | 0.00 |  | No |
| High | Yes | C6 | 1865.4 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 7961.1 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 7369.6 | No | No | No | 0.00 |  | No |
| High | Yes | C5 | 6468.5 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 4170.8 | Yes | Yes | No | 0.00 |  | No |
| High | Yes | C5 | 4297.8 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 5659.6 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 2049.7 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 1985.7 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 3284.9 | No |  | No | 0.00 |  | No |
| High | Yes | C2 | 5237.0 | Yes |  | No | 0.00 |  | No |
| High | Yes | C2 | 6328.5 | No |  | No | 0.00 |  | No |
| High | Yes | C2 | 6328.1 | No |  | No | 0.00 |  | No |
| High | Yes | C2 | 3303.7 | No |  | No | 0.00 |  | No |
| High | Yes | C2 | 1394.8 | No |  | No | 0.00 |  | No |
| High | Yes | C4 | 1255.6 | No |  | No | 0.00 |  | No |
| High | Yes | C4 | 3734.8 | No |  | No | 0.00 |  | No |
| High | Yes | C4 | 4875.2 | No |  | No | 0.00 |  | No |
| High | Yes | C5 | 1340.0 | No |  | No | 0.00 |  | No |
| High | Yes | A1 | 5036.6 | No | No | No | 0.00 |  | No |
| High | Yes | A1 | 5006.7 | No | No | No | 0.00 |  | No |
| High | Yes | A4 | 1501.5 | No | No | No | 0.00 | sign attached to light pole | No |
| High | Yes | A4 | 2253.1 | No | No | No | 0.00 | temporary | No |
| High | Yes | A4 | 4271.1 | No | No | No | 0.00 |  | No |
| High | Yes | A4 | 3323.4 | No | No | No | 0.00 |  | No |
| High | Yes | A4 | 4170.6 | No | No | No | 0.00 |  | No |
| High | Yes | A6 | 5942.4 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 31200.0 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 27655.7 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 27967.4 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 29049.0 | No | No | No | 0.00 | bench | No |


| Location Priority | Severe? <br> (Y/N) | Route Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B5 | 29971.0 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 25962.3 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 24589.8 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 24689.8 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 23375.3 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 20307.6 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 1407.6 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 3971.5 | No | No | No | 0.00 | bench | No |
| High | Yes | B5 | 4976.3 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 4181.6 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 7717.9 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 14024.7 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 14560.0 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 16298.6 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 16688.1 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 17360.5 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 18210.3 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 19366.1 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 19076.5 | No | No | No | 0.00 |  | No |
| High | Yes | B5 | 18271.9 | No | No | No | 0.00 |  | No |
| High | Yes | B10 | 3944.6 | No | No | No | 0.00 |  | No |
| High | Yes | B10 | 4673.2 | No | No | No | 0.00 | bench | No |
| High | Yes | B10 | 5569.3 | No | No | No | 0.00 |  | No |
| High | Yes | B10 | 5629.2 | No | No | No | 0.00 |  | No |
| High | Yes | B1 | 3717.5 | No | No | No | 0.00 | bench | No |
| High | Yes | B1 | 5287.8 | No | No | No | 0.00 | benches | No |
| High | Yes | B1 | 4454.1 | No | No | No | 0.00 | bench | No |
| High | Yes | B1 | 10206.8 | No | No | No | 0.00 |  | No |
| High | Yes | B9 | 1959.8 | No | No | No | 0.00 | bench | No |
| High | Yes | B9 | 2472.1 | No | No | No | 0.00 | temporary | No |
| High | Yes | B9 | 3247.4 | No | No | No | 0.00 | bench | No |
| High | Yes | B9 | 3194.8 | No | No | No | 0.00 |  | No |
| High | Yes | B9 | 2560.4 | No | No | No | 0.00 | bench | No |
| High | Yes | B9 | 2053.5 | No | No | No | 0.00 |  | No |
| High | Yes | B9 | 1329.4 | No | No | No | 0.00 | bench | No |
| High | Yes | B6 | 3063.8 | No | No | No | 0.00 | bench | No |
| High | Yes | B6 | 3053.8 | No | No | No | 0.00 | bench | No |
| High | Yes | B6 | 1173.9 | No | No | No | 0.00 |  | No |
| High | No | F1 | 753.1 | No | Yes | Yes | 2.20 |  | No |
| High | No | F5 | 2420.2 | No |  | Yes | 2.20 |  | No |
| High | No | F5 | 1511.4 | No |  | Yes | 2.30 |  | No |
| High | No | A9 | 2166.7 | Yes | Yes | Yes | 2.10 |  | No |
| High | No | A9 | 20381.4 | No | No | Yes | 2.20 |  | No |
| High | No | A9 | 23465.5 | No | No | Yes | 1.60 |  | No |
| High | No | A9 | 24271.3 | No | Yes | Yes | 5.70 |  | No |
| High | No | A9 | 24657.4 | No |  | Yes | 3.40 |  | No |
| High | No | A9 | 41268.1 | No | No | Yes | 2.70 |  | No |
| High | No | A9 | 43710.7 | Yes | Yes | Yes | 6.10 |  | No |
| High | No | D4 | 2630.3 | Yes | Yes | Yes | 2.90 |  | No |
| High | No | D4 | 4435.8 | No | No | Yes | 1.40 |  | No |
| High | No | C9 | 5314.5 | No | No | Yes | 2.00 |  | No |
| High | No | B5 | 926.4 | No |  | Yes | 4.20 |  | No |
| High | No | F2 | 6295.9 | No | Yes | Yes | 3.90 |  | No |
| High | No | F2 | 9623.3 | No |  | Yes | 2.60 |  | No |
| High | No | F2 | 10229.2 | No |  | Yes | 2.30 |  | No |
| High | No | F4 | 143.3 | No | Yes | Yes | 3.60 |  | No |
| High | No | F5 | 1737.0 | No |  | Yes | 3.50 |  | No |
| High | No | A9 | 20750.7 | No |  | Yes | 5.80 |  | No |
| High | No | A9 | 22023.3 | No | Yes | Yes | 4.90 |  | No |


| Location Priority | Severe? <br> (Y/N) | Route Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | A9 | 41544.9 | No |  | Yes | 3.00 |  | No |
| High | No | C3 | 23456.1 | Yes | Yes | Yes | 3.30 |  | No |
| High | No | C3 | 20780.7 | No |  | Yes | 2.10 |  | No |
| High | No | D7 | 4437.1 | No |  | Yes | 3.20 |  | No |
| High | No | C3 | 16725.3 | No |  | Yes | 2.70 |  | No |
| High | No | D4 | 4626.6 | No |  | Yes | 3.00 |  | No |
| High | No | B1 | 14960.3 | Yes | No | Yes | 3.50 |  | No |
| High | No | B1 | 13962.3 | No |  | Yes | 5.40 |  | No |
| High | No | B1 | 12311.4 | No |  | Yes | 4.30 |  | No |
| High | No | B2 | 577.2 | Yes | Yes | Yes | 3.20 |  | No |
| High | No | C5 | 9777.5 | No |  | Yes | 2.40 |  | No |
| High | No | C5 | 5547.0 | Yes | Yes | Yes | 2.80 |  | No |
| High | No | C5 | 3474.6 | No |  | Yes | 2.70 |  | No |
| High | No | C5 | 2519.4 | No |  | Yes | 3.50 |  | No |
| High | No | C2 | 3734.9 | Yes |  | Yes | 2.50 |  | No |
| High | No | C4 | 2987.7 | No |  | Yes | 3.80 |  | No |
| High | No | A1 | 2999.6 | No | No | Yes | 5.00 |  | No |
| High | No | A4 | 2651.8 | No | No | Yes | 1.80 |  | No |
| High | No | A4 | 3461.0 | No | No | Yes | 4.30 |  | No |
| High | No | B5 | 29968.9 | No | No | Yes | 2.10 |  | No |
| High | No | B5 | 28918.1 | No | No | Yes | 2.30 |  | No |
| High | No | B5 | 25803.2 | No | No | Yes | 2.50 | bench | No |
| High | No | B5 | 24014.6 | No | No | Yes | 2.20 | bench | No |
| High | No | B5 | 9767.7 | No | No | Yes | 1.50 |  | No |
| High | No | B5 | 12066.6 | No | No | Yes | 2.50 | bench | No |
| High | No | B5 | 11485.4 | No | No | Yes | 0.30 |  | No |
| High | No | B5 | 10710.7 | No | No | Yes | 1.70 |  | No |
| High | No | B5 | 10782.3 | Yes | Yes | Yes | 2.70 |  | No |
| High | No | B5 | 17228.9 | Yes | Yes | Yes | 2.80 |  | No |
| High | No | B8 | 8497.2 | No | No | Yes | 1.70 |  | No |
| High | No | B8 | 9520.4 | No | No | Yes | 0.60 |  | No |
| High | No | B8 | 5743.2 | Yes | No | Yes | 1.70 |  | No |
| High | No | B8 | 5230.3 | Yes | No | Yes | 1.30 |  | No |
| High | No | B8 | 3589.4 | No | No | Yes | 2.80 |  | No |
| High | No | B1 | 4633.6 | Yes | Yes | Yes | 2.40 |  | No |
| High | No | B1 | 7361.2 | No | Yes | Yes | 2.10 |  | No |
| High | No | B1 | 7674.4 | No | Yes | Yes | 2.30 |  | No |
| High | No | B6 | 2197.5 | Yes | Yes | Yes | 3.40 |  | No |
| M edium | Yes | A9 | 14.5 | No |  | No | 0.00 |  | No |
| M edium | Yes | A9 | 10230.0 | No |  | No | 0.00 |  | No |
| M edium | Yes | A9 | 17544.7 | No |  | No | 0.00 |  | No |
| M edium | Yes | A9 | 39457.2 | No | No | No | 0.00 |  | No |
| M edium | Yes | A9 | 50694.5 | No |  | No | 0.00 |  | No |
| M edium | Yes | A9 | 48898.3 | No |  | No | 0.00 |  | No |
| M edium | Yes | A9 | 45124.9 | No |  | No | 0.00 |  | No |
| M edium | Yes | E1 | 6851.4 | No |  | No | 0.00 |  | No |
| M edium | Yes | E1 | 7629.0 | No |  | No | 0.00 |  | No |
| M edium | Yes | E1 | 8281.8 | No |  | No | 0.00 |  | No |
| M edium | Yes | C3 | 23681.2 | No | No | No | 0.00 |  | No |
| M edium | Yes | C3 | 21233.2 | No |  | No | 0.00 |  | No |
| M edium | Yes | C3 | 20332.7 | No |  | No | 0.00 |  | No |
| M edium | Yes | C3 | 19316.0 | No |  | No | 0.00 |  | No |
| M edium | Yes | D7 | 2508.8 | No |  | No | 0.00 |  | No |
| M edium | Yes | C3 | 8474.5 | No | No | No | 0.00 |  | No |
| M edium | Yes | F2 | 7941.7 | No |  | No | 0.00 |  | No |
| M edium | Yes | A8 | 1223.1 | No |  | No | 0.00 |  | No |
| M edium | Yes | A9 | 2138.6 | No |  | No | 0.00 |  | No |
| M edium | Yes | A9 | 35426.1 | No |  | No | 0.00 |  | No |
| M edium | Yes | C3 | 21879.7 | No |  | No | 0.00 |  | No |


| Location Priority | Severe? <br> (Y/N) | Route Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | C3 | 19404.5 | No |  | No | 0.00 |  | No |
| M edium | Yes | C3 | 18557.6 | No |  | No | 0.00 |  | No |
| M edium | Yes | E1 | 4644.3 | No |  | No | 0.00 |  | No |
| M edium | Yes | D7 | 1871.0 | No |  | No | 0.00 |  | No |
| M edium | Yes | D6 | 2518.6 | No |  | No | 0.00 |  | No |
| M edium | Yes | D6 | 869.0 | No |  | No | 0.00 |  | No |
| M edium | Yes | D6 | 1257.8 | No |  | No | 0.00 |  | No |
| M edium | Yes | D4 | 6357.4 | No |  | No | 0.00 |  | No |
| M edium | Yes | D1 | 1997.3 | No |  | No | 0.00 |  | No |
| M edium | Yes | B2 | 9729.9 | No |  | No | 0.00 |  | No |
| M edium | Yes | C6 | 537.9 | No |  | No | 0.00 |  | No |
| M edium | Yes | C5 | 2428.2 | No |  | No | 0.00 |  | No |
| M edium | Yes | C2 | 5345.7 | No |  | No | 0.00 |  | No |
| M edium | Yes | C2 | 2120.7 | No |  | No | 0.00 |  | No |
| M edium | Yes | C2 | 486.8 | No |  | No | 0.00 |  | No |
| M edium | Yes | A1 | 1377.6 | No | No | No | 0.00 |  | No |
| M edium | Yes | A1 | 1226.3 | No | No | No | 0.00 |  | No |
| M edium | Yes | A3 | 1416.2 | No | No | No | 0.00 |  | No |
| M edium | Yes | B5 | 30676.5 | No | No | No | 0.00 |  | No |
| M edium | Yes | B5 | 23334.1 | No | No | No | 0.00 |  | No |
| M edium | Yes | B5 | 20347.0 | No | No | No | 0.00 |  | No |
| M edium | Yes | B5 | 1466.3 | No | No | No | 0.00 |  | No |
| M edium | Yes | B5 | 4242.9 | No | No | No | 0.00 |  | No |
| M edium | Yes | B5 | 4819.5 | No | No | No | 0.00 |  | No |
| M edium | Yes | B5 | 7536.3 | No | No | No | 0.00 | bench | No |
| M edium | Yes | B5 | 6448.4 | No | No | No | 0.00 |  | No |
| M edium | Yes | B8 | 3238.8 | No | No | No | 0.00 |  | No |
| M edium | Yes | B1 | 9077.2 | No | No | No | 0.00 |  | No |
| M edium | Yes | B1 | 8196.7 | No | No | No | 0.00 |  | No |
| M edium | No | E9 | 1440.0 | Yes | Yes | Yes | 2.90 |  | No |
| M edium | No | F1 | 1626.7 | Yes | Yes | Yes | 2.20 |  | No |
| M edium | No | F2 | 2746.8 | No | No | Yes | 1.80 |  | No |
| M edium | No | F4 | 2404.1 | No |  | Yes | 7.00 |  | No |
| M edium | No | A9 | 5716.1 | No |  | Yes | 2.80 |  | No |
| M edium | No | A9 | 48853.2 | Yes | Yes | Yes | 2.20 |  | No |
| M edium | No | A9 | 26816.3 | No |  | Yes | 4.80 |  | No |
| M edium | No | A9 | 42882.7 | Yes | Yes | Yes | 4.00 |  | No |
| M edium | No | A9 | 39930.8 | Yes | Yes | Yes | 2.80 |  | No |
| M edium | No | A9 | 49012.3 | Yes | Yes | Yes | 3.00 |  | No |
| M edium | No | E3 | 1262.6 | No |  | Yes | 2.90 |  | No |
| M edium | No | D4 | 5761.6 | Yes | Yes | Yes | 2.50 |  | No |
| M edium | No | B2 | 7486.3 | Yes | Yes | Yes | 2.80 |  | No |
| M edium | No | C5 | 6596.8 | No | No | Yes | 1.50 | displacement | No |
| M edium | No | A9 | 27366.4 | No |  | Yes | 2.30 |  | No |
| M edium | No | A1 | 3227.9 | No | No | Yes | 3.60 |  | No |
| M edium | No | B8 | 9734.2 | No | No | Yes | 3.10 |  | No |
| M edium | No | B8 | 8067.5 | No | No | Yes | 2.30 |  | No |
| M edium | No | B8 | 6948.4 | No | No | Yes | 2.80 |  | No |
| M edium | No | B8 | 4363.3 | Yes | No | Yes | 0.30 |  | No |
| M edium | No | B6 | 25.1 | No | No | Yes | 2.30 | bench | No |
| M edium | No | B6 | 118.7 | Yes | Yes | Yes | 2.70 |  | No |
| M edium | No | B6 | 2083.3 | Yes | Yes | Yes | 2.90 | bench | No |
| Low | Yes | E1 | 863.3 | No |  | No | 0.00 |  | No |
| Low | Yes | B9 | 3507.2 | No | No | No | 0.00 | bench | No |
| Low | Yes | B6 | 2482.9 | No | No | No | 0.00 | bench | No |
| High | No | A9 | 14721.3 | Yes | Yes | Yes | 0.60 |  | Yes |
| High | No | A9 | 42288.5 | Yes | Yes | Yes | 0.50 |  | Yes |
| High | No | A9 | 40579.8 | Yes | Yes | Yes | 1.80 |  | Yes |
| High | No | D7 | 3965.1 | No |  | Yes | 1.20 |  | Yes |


| Location Priority | Severe? $(\mathrm{Y} / \mathrm{N})$ | Route Name | Postmile | Bus Shelter | Wheel Chair Seating | Wheelchair Landing | Landing Slope | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | E1 | 2093.7 | No |  | Yes | 1.90 |  | Yes |
| High | No | F2 | 6925.3 | Yes | Yes | Yes | 0.40 |  | Yes |
| High | No | F4 | 1199.9 | No |  | Yes | 2.00 |  | Yes |
| High | No | F4 | 2397.5 | No |  | Yes | 1.10 |  | Yes |
| High | No | A9 | 24345.2 | No | Yes | Yes | 1.50 |  | Yes |
| High | No | A9 | 26211.4 | No |  | Yes | 1.40 |  | Yes |
| High | No | A9 | 26399.5 | No |  | Yes | 2.00 |  | Yes |
| High | No | A9 | 30771.9 | No |  | Yes | 1.90 |  | Yes |
| High | No | A9 | 32725.7 | No |  | Yes | 1.40 |  | Yes |
| High | No | A9 | 31260.1 | No |  | Yes | 2.00 |  | Yes |
| High | No | A9 | 37940.5 | Yes | Yes | Yes | 1.80 |  | Yes |
| High | No | A9 | 50132.1 | No |  | Yes | 1.80 |  | Yes |
| High | No | E4 | 5594.5 | No |  | Yes | 0.00 |  | Yes |
| High | No | D1 | 4414.4 | Yes | Yes | Yes | 1.70 |  | Yes |
| High | No | B3 | 2650.7 | Yes | Yes | Yes | 1.00 |  | Yes |
| High | No | B2 | 11402.0 | No |  | Yes | 1.50 |  | Yes |
| High | No | B2 | 14106.9 | Yes | Yes | Yes | 2.00 |  | Yes |
| High | No | B5 | 22659.7 | Yes | Yes | Yes | 1.50 |  | Yes |
| High | No | B5 | 3111.7 | Yes | Yes | Yes | 0.30 |  | Yes |
| High | No | B5 | 2707.0 | Yes | Yes | Yes | 0.20 |  | Yes |
| High | No | B5 | 9247.2 | Yes | Yes | Yes | 0.60 | bench | Yes |
| High | No | B5 | 12119.9 | Yes | Yes | Yes | 1.00 |  | Yes |
| High | No | B1 | 3828.2 | Yes | Yes | Yes | 1.70 | bench | Yes |
| High | No | B1 | 5466.6 | Yes | Yes | Yes | 1.80 | bench | Yes |
| High | No | B1 | 6487.2 | Yes | Yes | Yes | 1.10 |  | Yes |
| High | No | B1 | 6745.7 | Yes | Yes | Yes | 0.30 |  | Yes |
| High | No | B6 | 1169.3 | Yes | Yes | Yes | 1.30 |  | Yes |
| High | No | B6 | 1799.0 | Yes | Yes | Yes | 1.40 | bench | Yes |
| High | No | B6 | 1777.9 | Yes | Yes | Yes | 1.60 | bench | Yes |
| M edium | No | F1 | 1959.7 | Yes | Yes | Yes | 1.80 |  | Yes |
| Medium | No | F4 | 1219.7 | No | Yes | Yes | 1.70 |  | Yes |
| Medium | No | A9 | 2652.2 | No |  | Yes | 2.00 |  | Yes |
| Medium | No | A9 | 11034.3 | Yes | Yes | Yes | 1.90 |  | Yes |
| M edium | No | A9 | 35423.1 | Yes | Yes | Yes | 1.90 |  | Yes |
| M edium | No | A9 | 39426.5 | Yes | Yes | Yes | 1.10 |  | Yes |
| Medium | No | A9 | 37745.3 | Yes | Yes | Yes | 1.30 |  | Yes |
| M edium | No | E1 | 4234.7 | No |  | Yes | 0.70 |  | Yes |
| Medium | No | A9 | 278.8 | No |  | Yes | 1.60 |  | Yes |
| Medium | No | A9 | 28384.8 | No |  | Yes | 1.80 |  | Yes |
| Medium | No | A9 | 45054.7 | Yes | Yes | Yes | 1.10 |  | Yes |
| M edium | No | A9 | 43909.9 | Yes | Yes | Yes | 1.30 |  | Yes |
| M edium | No | E1 | 3874.7 | Yes | Yes | Yes | 1.60 |  | Yes |
| M edium | No | A10 | 6566.9 | No |  | Yes | 0.00 |  | Yes |
| Medium | No | B3 | 112.0 | Yes | Yes | Yes | 2.00 |  | Yes |
| Medium | No | C5 | 7524.4 | No |  | Yes | 1.60 |  | Yes |
| M edium | No | B5 | 21866.9 | Yes | Yes | Yes | 2.00 |  | Yes |
| Medium | No | B10 | 4840.2 | Yes | Yes | Yes | 1.10 | benches | Yes |
| Medium | No | A9 | 18803.6 | No |  |  | 0.00 |  | Yes |
| M edium | No | A9 | 17484.6 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 16301.9 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 14746.8 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 12203.0 | No |  |  | 0.00 |  | Yes |
| M edium | No | A9 | 10726.0 | No |  |  | 0.00 |  | Yes |
| M edium | No | A9 | 5536.6 | No |  |  | 0.00 |  | Yes |
| Medium | No | A9 | 2294.7 | No |  |  | 0.00 |  | Yes |
| Low | No | F4 | 3557.1 | No |  | Yes | 1.70 |  | Yes |
| Number of Non-Compliant Transit Stops |  |  |  |  |  |  |  |  | 288 |

Compliant
Non-Compliant

| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | A9 | 31536.1 | Com | 21.5 | No | 21.7 | 14.4 | No |
| High | Yes | C2 | 1379.6 | Com | 17.6 | No | 28.2 | 19.2 | No |
| High | Yes | C1 | 116.3 | Com | 17.5 | Yes | 10.7 | 16.9 | No |
| High | Yes | B1 | 5937.2 | Res | 16.4 | No | 22.7 | 17.6 | No |
| High | Yes | D6 | 3595.5 | Com | 16.2 | No | 24.9 | 17.8 | No |
| High | Yes | B5 | 14551.7 | Res | 15.9 | No | 17.1 | 13.3 | No |
| High | Yes | F1 | 821.7 | Res | 15.7 | No | 17.1 | 11.6 | No |
| High | Yes | C1 | 57.1 | Com | 15.5 | No | 23.1 | 15.2 | No |
| High | Yes | C5 | 7172.4 | Com | 15.4 | No | 11.0 | 14.9 | No |
| High | Yes | B5 | 13696.3 | Com | 15.4 | No | 9.4 | 15.0 | No |
| High | Yes | A9 | 25741.1 | Com | 15.3 | No | 100.0 | 100.0 | No |
| High | Yes | B5 | 31563.3 | Res | 15.1 | No | 2.1 | 16.6 | No |
| High | Yes | B5 | 14169.8 | Res | 15.1 | No | 13.2 | 12.1 | No |
| High | Yes | B6 | 2353.0 | Res | 14.9 | No | 14.3 | 17.6 | No |
| High | Yes | B1 | 6890.4 | Res | 14.8 | No | 18.8 | 11.4 | No |
| High | Yes | B1 | 5842.0 | Res | 14.7 | No | 28.1 | 26.4 | No |
| High | Yes | E1 | 7691.5 | Com | 14.6 | No | 17.2 | 16.4 | No |
| High | Yes | C7 | 4490.6 | Res | 14.6 | No | 17.5 | 17.2 | No |
| High | Yes | E1 | 9466.0 | Res | 14.6 | No | 14.0 | 13.2 | No |
| High | Yes | B1 | 5122.1 | Com | 14.5 | No | 15.9 | 16.2 | No |
| High | Yes | B5 | 31436.2 | Res | 14.5 | No | 2.2 | 15.2 | No |
| High | Yes | B1 | 4858.7 | Res | 14.5 | No | 15.3 | 13.5 | No |
| High | Yes | B5 | 21951.8 | Com | 14.4 | No | 8.5 | 9.8 | No |
| High | Yes | B5 | 13835.5 | Com | 14.4 | No | 14.7 | 21.5 | No |
| High | Yes | B1 | 4611.9 | Res | 14.4 | No | 22.6 | 19.2 | No |
| High | Yes | E1 | 2172.4 | Res | 14.3 | No | 13.6 | 9.0 | No |
| High | Yes | B1 | 4423.2 | Res | 14.3 | No | 19.1 | 12.5 | No |
| High | Yes | B5 | 23955.3 | Com | 14.2 | No | 15.4 | 12.9 | No |
| High | Yes | B5 | 18275.2 | Res | 14.1 | No | 12.4 | 9.0 | No |
| High | Yes | C6 | 1979.9 | Com | 14.0 | No | 5.9 | 6.6 | No |
| High | Yes | B5 | 11067.0 | Com | 14.0 | No | 14.9 | 15.2 | No |
| High | Yes | B1 | 15161.2 | Res | 13.9 | No | 8.9 | 6.5 | No |
| High | Yes | B9 | 279.1 | Res | 13.9 | No | 18.7 | 13.4 | No |
| High | Yes | B9 | 6873.7 | Com | 13.7 | No | 14.4 | 20.0 | No |
| High | Yes | C2 | 3277.8 | Com | 13.4 | No | 18.6 | 21.1 | No |
| High | Yes | B1 | 6710.2 | Res | 13.4 | No | 15.9 | 13.6 | No |
| High | Yes | B1 | 6764.8 | Res | 13.4 | No | 10.9 | 12.5 | No |
| High | Yes | D1 | 1801.9 | Com | 13.3 | No | 3.5 | 20.7 | No |
| High | Yes | C8 | 862.8 | Com | 13.2 | No | 12.6 | 17.2 | No |
| High | Yes | A9 | 20540.3 | Com | 13.2 | No | 15.4 | 22.4 | No |
| High | Yes | D5 | 705.8 | Com | 13.2 | No | 7.8 | 6.0 | No |
| High | Yes | E4 | 5634.2 | Com | 13.1 | No | 14.5 | 18.7 | No |
| High | Yes | D7 | 4396.8 | Com | 13.1 | No | 12.7 | 12.0 | No |
| High | Yes | B4 | 3497.9 | Com | 13.1 | No | 18.5 | 12.3 | No |
| High | Yes | A9 | 23005.4 | Res | 13.1 | No | 17.0 | 18.0 | No |
| High | Yes | C2 | 2169.8 | Com | 13.0 | No | 9.2 | 6.6 | No |
| High | Yes | C6 | 2464.8 | Com | 12.9 | No | 17.2 | 15.9 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | C2 | 3444.5 | Com | 12.9 | No | 10.1 | 18.1 | No |
| High | Yes | B5 | 18029.1 | Res | 12.9 | No | 15.0 | 11.1 | No |
| High | Yes | B1 | 4180.9 | Res | 12.9 | No | 16.9 | 14.5 | No |
| High | Yes | B1 | 10601.2 | Com | 12.8 | No | 20.2 | 22.2 | No |
| High | Yes | C2 | 2662.0 | Com | 12.8 | No | 19.1 | 30.3 | No |
| High | Yes | A6 | 3235.0 | Com | 12.8 | No | 18.4 | 2.5 | No |
| High | Yes | E8 | 16.8 | Com | 12.8 | No | 12.3 | 25.2 | No |
| High | Yes | B1 | 5457.3 | Com | 12.8 | No | 25.5 | 28.4 | No |
| High | Yes | C3 | 7782.1 | Com | 12.8 | No | 21.9 | 16.2 | No |
| High | Yes | B1 | 6814.5 | Res | 12.8 | No | 16.5 | 10.6 | No |
| High | Yes | C2 | 2773.0 | Com | 12.7 | No | 17.2 | 21.4 | No |
| High | Yes | A6 | 4611.7 | Com | 12.7 | No | 19.8 | 6.8 | No |
| High | Yes | A9 | 31250.2 | Com | 12.7 | No | 12.5 | 17.1 | No |
| High | Yes | C5 | 7303.5 | Com | 12.6 | No | 20.2 | 21.0 | No |
| High | Yes | C3 | 7700.3 | Com | 12.6 | No | 21.9 | 23.3 | No |
| High | Yes | A3 | 304.2 | Res | 12.6 | No | 24.0 | 22.1 | No |
| High | Yes | B4 | 2483.3 | Res | 12.6 | No | 19.8 | 21.3 | No |
| High | Yes | B1 | 4361.5 | Res | 12.6 | No | 20.0 | 15.7 | No |
| High | Yes | B9 | 1836.1 | Res | 12.6 | No | 16.5 | 16.8 | No |
| High | Yes | B9 | 220.6 | Res | 12.6 | No | 16.0 | 13.7 | No |
| High | Yes | C5 | 2574.6 |  | 12.6 | No | 16.0 | 18.3 | No |
| High | Yes | C4 | 3839.2 | Com | 12.5 | No | 31.1 | 20.3 | No |
| High | Yes | B1 | 5580.4 | Com | 12.5 | No | 10.4 | 20.8 | No |
| High | Yes | A9 | 21255.7 | Com | 12.5 | No | 13.3 | 19.0 | No |
| High | Yes | B10 | 3906.5 | Res | 12.5 | No | 38.1 | 26.0 | No |
| High | Yes | C6 | 1968.8 | Com | 12.4 | No | 18.2 | 9.0 | No |
| High | Yes | C2 | 2874.2 | Com | 12.4 | No | 20.5 | 32.9 | No |
| High | Yes | C5 | 1358.9 | Com | 12.4 | No | 22.1 | 20.6 | No |
| High | Yes | B1 | 5015.6 | Com | 12.4 | No | 20.4 | 8.3 | No |
| High | Yes | C3 | 18242.2 | Com | 12.4 | No | 23.0 | 23.3 | No |
| High | Yes | F2 | 4296.6 | Res | 12.4 | No | 20.1 | 15.7 | No |
| High | Yes | C2 | 3659.8 | Com | 12.3 | No | 16.9 | 18.8 | No |
| High | Yes | C2 | 2606.4 | Com | 12.3 | No | 15.4 | 21.4 | No |
| High | Yes | B6 | 142.1 | Com | 12.3 | No | 7.7 | 5.9 | No |
| High | Yes | B9 | 7180.0 | Com | 12.3 | No | 14.5 | 14.2 | No |
| High | Yes | A9 | 32665.5 | Com | 12.3 | No | 16.8 | 25.2 | No |
| High | Yes | F2 | 703.5 | Res | 12.3 | No | 10.2 | 7.9 | No |
| High | Yes | A6 | 4644.4 | Res | 12.3 | No | 3.4 | 14.7 | No |
| High | Yes | A6 | 272.8 | Com | 12.2 | No | 7.3 | 15.5 | No |
| High | Yes | C1 | 3688.8 | Com | 12.2 | No | 11.9 | 11.4 | No |
| High | Yes | B9 | 4616.3 | Com | 12.2 | No | 9.1 | 5.2 | No |
| High | Yes | C9 | 3414.7 | Com | 12.1 | No | 8.1 | 5.7 | No |
| High | Yes | C6 | 2570.8 | Com | 12.1 | No | 5.8 | 9.2 | No |
| High | Yes | A6 | 4344.9 | Com | 12.1 | No | 11.0 | 17.1 | No |
| High | Yes | F2 | 4407.2 | Res | 12.1 |  | 7.8 | 18.3 | No |
| High | Yes | F2 | 4442.6 | Res | 12.1 | No | 12.6 | 17.0 | No |
| High | Yes | F2 | 4509.2 | Res | 12.1 | No | 12.0 | 14.0 | No |
| High | Yes | B1 | 6848.1 | Res | 12.1 | No | 18.4 | 10.3 | No |
| High | Yes | B9 | 1361.5 | Res | 12.1 | No | 16.7 | 14.5 | No |
| High | Yes | B9 | 1677.0 | Res | 12.1 | No | 13.6 | 18.2 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | C6 | 2515.2 | Com | 12.0 | No | 5.2 | 9.2 | No |
| High | Yes | C2 | 2831.8 | Com | 12.0 | No | 13.5 | 16.3 | No |
| High | Yes | B5 | 7599.3 | Com | 12.0 | No | 14.7 | 17.7 | No |
| High | Yes | C1 | 4236.3 | Com | 12.0 | No | 10.5 | 6.3 | No |
| High | Yes | B6 | 1145.2 | Com | 12.0 | No | 13.3 | 26.2 | No |
| High | Yes | A9 | 20461.3 | Com | 12.0 | No | 12.1 | 22.9 | No |
| High | Yes | F2 | 3965.8 | Res | 12.0 | No | 9.8 | 12.8 | No |
| High | Yes | E1 | 1312.1 | Res | 12.0 | No | 8.0 | 8.1 | No |
| High | Yes | B5 | 14216.9 | Res | 12.0 | No | 15.8 | 15.1 | No |
| High | Yes | B1 | 7688.4 | Res | 12.0 | No | 11.0 | 7.6 | No |
| High | Yes | B9 | 1442.0 | Res | 12.0 | No | 12.4 | 12.7 | No |
| High | Yes | A9 | 30718.5 | Com | 11.9 | No | 14.1 | 19.8 | No |
| High | Yes | A9 | 34034.9 | Com | 11.9 | No | 22.7 | 33.8 | No |
| High | Yes | B5 | 15729.7 | Com | 11.9 | No | 24.3 | 19.3 | No |
| High | Yes | F2 | 614.8 | Res | 11.9 | No | 7.0 | 7.2 | No |
| High | Yes | D4 | 3599.6 | Res | 11.9 | No | 9.0 | 15.6 | No |
| High | Yes | B9 | 41.6 | Res | 11.9 | No | 14.2 | 18.2 | No |
| High | Yes | B1 | 14775.1 | Com | 11.8 | No | 8.9 | 7.1 | No |
| High | Yes | D3 | 1117.1 | Com | 11.8 | No | 24.5 | 22.9 | No |
| High | Yes | B5 | 29524.1 | Com | 11.8 | No | 11.3 | 8.5 | No |
| High | Yes | B5 | 14016.7 | Com | 11.8 | No | 16.4 | 13.2 | No |
| High | Yes | C7 | 2516.9 | Res | 11.8 | No | 17.5 | 15.4 | No |
| High | Yes | B5 | 16342.2 | Res | 11.8 | No | 10.8 | 11.2 | No |
| High | Yes | B5 | 18296.5 | Res | 11.8 | No | 11.4 | 11.7 | No |
| High | Yes | B10 | 3641.6 | Res | 11.8 | No | 19.2 | 17.8 | No |
| High | Yes | A9 | 30961.6 | Com | 11.7 | No | 9.5 | 13.0 | No |
| High | Yes | A2 | 1552.3 | Com | 11.7 | No | 5.0 | 12.3 | No |
| High | Yes | B7 | 1961.6 | Com | 11.7 | No | 13.2 | 7.2 | No |
| High | Yes | B9 | 664.8 | Res | 11.7 | No | 11.7 | 13.5 | No |
| High | Yes | B9 | 2136.6 | Res | 11.7 | No | 16.6 | 14.6 | No |
| High | Yes | C2 | 3369.3 | Com | 11.6 | No | 26.6 | 19.4 | No |
| High | Yes | A1 | 1300.6 | Com | 11.6 | No | 7.6 | 7.2 | No |
| High | Yes | A3 | 218.0 | Res | 11.6 | No | 26.9 | 5.3 | No |
| High | Yes | B1 | 4770.8 | Res | 11.6 | No | 22.0 | 24.1 | No |
| High | Yes | B9 | 625.5 | Res | 11.6 | No | 13.4 | 16.9 | No |
| High | Yes | B9 | 2430.9 | Res | 11.6 | No | 11.1 | 9.3 | No |
| High | Yes | C2 | 2727.2 | Com | 11.5 | No | 16.2 | 28.0 | No |
| High | Yes | C2 | 2181.2 | Com | 11.5 | No | 6.5 | 8.5 | No |
| High | Yes | C4 | 3894.9 | Com | 11.5 | No | 14.1 | 18.1 | No |
| High | Yes | A2 | 1616.1 | Com | 11.5 | No | 13.4 | 7.6 | No |
| High | Yes | B9 | 7381.3 | Com | 11.5 | No | 15.3 | 15.2 | No |
| High | Yes | F2 | 564.5 | Res | 11.5 | No | 8.3 | 8.1 | No |
| High | Yes | F2 | 4120.1 | Res | 11.5 | No | 9.1 | 16.2 | No |
| High | Yes | F2 | 4367.6 | Res | 11.5 | No | 16.5 | 17.8 | No |
| High | Yes | E1 | 2418.8 | Res | 11.5 | No | 7.6 | 7.8 | No |
| High | Yes | B10 | 3674.0 | Res | 11.5 | No | 16.0 | 16.7 | No |
| High | Yes | A9 | 22743.6 | Res | 11.5 | No | 19.2 | 16.2 | No |
| High | Yes | C9 | 2464.3 | Res | 11.5 | No | 4.8 | 6.7 | No |
| High | Yes | A9 | 40065.9 | Com | 11.4 | No | 7.6 | 8.1 | No |
| High | Yes | A9 | 38499.5 | Com | 11.4 | No | 6.0 | 5.7 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B4 | 3789.6 | Com | 11.4 | No | 20.0 | 12.4 | No |
| High | Yes | A9 | 25043.8 | Com | 11.4 | No | 9.2 | 23.4 | No |
| High | Yes | D4 | 3562.0 | Res | 11.4 | No | 12.9 | 15.8 | No |
| High | Yes | B1 | 13358.8 | Res | 11.4 | No | 5.3 | 8.8 | No |
| High | Yes | C6 | 2036.9 | Res | 11.4 | No | 13.0 | 9.0 | No |
| High | Yes | C9 | 3496.2 | Com | 11.3 | No | 9.2 | 5.3 | No |
| High | Yes | D9 | 608.8 | Com | 11.3 | No | 15.2 | 14.9 | No |
| High | Yes | F2 | 4029.3 | Res | 11.3 | No | 10.5 | 14.3 | No |
| High | Yes | F2 | 4468.5 | Res | 11.3 | No | 13.6 | 16.0 | No |
| High | Yes | B9 | 1518.3 | Res | 11.3 | No | 17.3 | 13.4 | No |
| High | Yes | B6 | 2243.4 | Res | 11.3 | No | 11.4 | 8.0 | No |
| High | Yes | D5 | 864.4 | Res | 11.3 | No | 6.1 | 5.8 | No |
| High | Yes | A9 | 24883.1 | Com | 11.2 | No | 12.2 | 13.1 | No |
| High | Yes | A10 | 5379.2 | Com | 11.2 | No | 5.4 | 23.6 | No |
| High | Yes | C2 | 2723.6 | Com | 11.2 | No | 19.6 | 13.6 | No |
| High | Yes | A6 | 4120.0 | Com | 11.2 | No | 11.2 | 16.0 | No |
| High | Yes | F2 | 4178.2 | Res | 11.2 | No | 10.4 | 11.8 | No |
| High | Yes | F2 | 4273.4 | Res | 11.2 | No | 18.3 | 17.6 | No |
| High | Yes | E1 | 3715.4 | Res | 11.2 | No | 20.4 | 16.3 | No |
| High | Yes | A6 | 3508.9 | Res | 11.2 | No | 4.5 | 9.3 | No |
| High | Yes | B5 | 18244.3 | Res | 11.2 | No | 12.8 | 13.3 | No |
| High | Yes | E1 | 2956.6 | Res | 11.2 | No | 18.2 | 12.7 | No |
| High | Yes | F4 | 174.0 | Com | 11.1 | No | 11.5 | 16.3 | No |
| High | Yes | B1 | 3924.3 | Com | 11.1 | No | 11.3 | 12.4 | No |
| High | Yes | B1 | 8878.4 | Com | 11.1 | No | 19.3 | 29.5 | No |
| High | Yes | F2 | 4568.2 | Res | 11.1 | No | 12.0 | 7.5 | No |
| High | Yes | C2 | 2857.6 | Com | 11.0 | No | 17.9 | 14.2 | No |
| High | Yes | B4 | 1411.8 | Com | 11.0 | No | 11.6 | 11.6 | No |
| High | Yes | B1 | 5351.1 | Com | 11.0 | No | 28.9 | 20.8 | No |
| High | Yes | E1 | 2230.9 | Res | 11.0 | Yes | 7.0 | 7.3 | No |
| High | Yes | B4 | 2575.8 | Res | 11.0 | No | 18.7 | 24.8 | No |
| High | Yes | C1 | 4538.8 | Res | 11.0 | No | 8.1 | 6.9 | No |
| High | Yes | A9 | 22402.9 | Res | 11.0 | No | 19.0 | 20.3 | No |
| High | Yes | B5 | 11157.6 | Com | 10.9 | No | 15.3 | 15.1 | No |
| High | Yes | C1 | 3571.1 | Com | 10.9 | No | 13.7 | 13.8 | No |
| High | Yes | B1 | 7173.7 | Com | 10.9 | No | 16.3 | 10.0 | No |
| High | Yes | B1 | 6956.3 | Com | 10.9 | No | 5.9 | 6.5 | No |
| High | Yes | F2 | 3820.7 | Res | 10.9 | No | 11.2 | 19.8 | No |
| High | Yes | F2 | 4538.4 | Res | 10.9 | No | 13.0 | 13.3 | No |
| High | Yes | B5 | 15424.8 | Res | 10.9 | No | 23.4 | 17.7 | No |
| High | Yes | B4 | 2585.4 | Res | 10.9 | No | 22.1 | 32.5 | No |
| High | Yes | B7 | 2341.8 | Res | 10.9 | No | 19.3 | 19.5 | No |
| High | Yes | B9 | 3225.7 | Res | 10.9 | No | 17.7 | 15.4 | No |
| High | Yes | E1 | 1099.4 | Res | 10.9 | No | 9.9 | 7.4 | No |
| High | Yes | D9 | 619.0 | Res | 10.9 | No | 17.7 | 7.3 | No |
| High | Yes | F2 | 12189.4 | Com | 10.8 | No | 14.6 | 13.7 | No |
| High | Yes | B1 | 11116.4 | Com | 10.8 | No | 19.3 | 20.8 | No |
| High | Yes | C2 | 3195.9 | Com | 10.8 | No | 18.1 | 16.4 | No |
| High | Yes | E8 | 726.2 | Com | 10.8 | No | 7.2 | 8.6 | No |
| High | Yes | B1 | 3407.2 | Com | 10.8 | No | 11.6 | 23.4 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B9 | 355.6 | Com | 10.8 | No | 8.6 | 12.8 | No |
| High | Yes | B6 | 188.6 | Com | 10.8 | No | 5.2 | 6.8 | No |
| High | Yes | F2 | 4062.0 | Res | 10.8 | No | 20.2 | 13.0 | No |
| High | Yes | B4 | 2335.6 | Res | 10.8 | No | 22.0 | 18.1 | No |
| High | Yes | B9 | 1713.9 | Res | 10.8 | No | 12.0 | 18.4 | No |
| High | Yes | C8 | 694.7 | Com | 10.7 | No | 4.4 | 6.0 | No |
| High | Yes | E7 | 225.1 | Com | 10.7 | No | 6.6 | 9.7 | No |
| High | Yes | A6 | 10765.5 | Com | 10.7 | No | 16.0 | 14.6 | No |
| High | Yes | B5 | 13729.7 | Com | 10.7 | No | 13.2 | 11.9 | No |
| High | Yes | F2 | 6457.2 | Com | 10.7 | No | 11.9 | 22.1 | No |
| High | Yes | A10 | 5197.5 | Res | 10.7 | No | 26.9 | 11.8 | No |
| High | Yes | B4 | 2368.9 | Res | 10.7 | No | 18.5 | 24.0 | No |
| High | Yes | C9 | 3921.0 |  | 10.7 | No | 6.2 | 8.4 | No |
| High | Yes | B1 | 12211.0 | Com | 10.6 | No | 6.6 | 9.9 | No |
| High | Yes | B10 | 5588.1 | Com | 10.6 | No | 16.5 | 15.2 | No |
| High | Yes | B10 | 6541.1 | Com | 10.6 | No | 13.3 | 14.8 | No |
| High | Yes | C7 | 2498.1 | Res | 10.6 | No | 17.8 | 9.5 | No |
| High | Yes | A6 | 3382.9 | Res | 10.6 | No | 14.4 | 12.7 | No |
| High | Yes | A6 | 3155.3 | Res | 10.6 | No | 14.4 | 4.2 | No |
| High | Yes | C1 | 4506.9 | Res | 10.6 | No | 8.1 | 6.3 | No |
| High | Yes | C2 | 3101.2 | Com | 10.5 | No | 18.2 | 20.7 | No |
| High | Yes | C4 | 3816.3 | Com | 10.5 | No | 21.3 | 20.2 | No |
| High | Yes | A6 | 8985.5 | Com | 10.5 | No | 5.8 | 10.3 | No |
| High | Yes | B5 | 1997.7 | Com | 10.5 | No | 19.4 | 25.3 | No |
| High | Yes | F2 | 4194.5 | Res | 10.5 | No | 11.7 | 13.7 | No |
| High | Yes | B5 | 14801.0 | Res | 10.5 | No | 14.7 | 12.7 | No |
| High | Yes | B5 | 1354.8 | Com | 10.4 | No | 6.5 | 14.8 | No |
| High | Yes | A9 | 30850.8 | Com | 10.4 | No | 19.1 | 20.0 | No |
| High | Yes | A4 | 4307.4 | Com | 10.4 | No | 9.2 | 18.3 | No |
| High | Yes | A6 | 174.0 | Com | 10.4 | No | 24.2 | 11.7 | No |
| High | Yes | B7 | 1815.6 | Com | 10.4 | No | 19.3 | 11.5 | No |
| High | Yes | B9 | 7124.3 | Com | 10.4 | No | 16.9 | 17.6 | No |
| High | Yes | E9 | 2063.6 | Com | 10.4 | No | 3.5 | 9.3 | No |
| High | Yes | F2 | 4145.3 | Res | 10.4 | No | 15.8 | 12.7 | No |
| High | Yes | B5 | 30423.5 | Res | 10.4 | No | 7.3 | 6.9 | No |
| High | Yes | B5 | 14839.8 | Res | 10.4 | No | 20.3 | 16.7 | No |
| High | Yes | B5 | 18344.4 | Res | 10.4 | No | 12.5 | 999.0 | No |
| High | Yes | B1 | 3525.8 | Res | 10.4 | No | 14.0 | 15.7 | No |
| High | Yes | A9 | 20683.1 | Res | 10.4 | No | 9.8 | 20.0 | No |
| High | Yes | C9 | 5363.7 | Com | 10.3 | No | 13.5 | 19.1 | No |
| High | Yes | C9 | 2409.7 | Com | 10.3 | No | 9.6 | 7.3 | No |
| High | Yes | C2 | 2622.4 | Com | 10.3 | No | 7.3 | 7.1 | No |
| High | Yes | A2 | 1781.6 | Com | 10.3 | No | 6.5 | 8.2 | No |
| High | Yes | B10 | 3136.9 | Com | 10.3 | No | 16.8 | 17.4 | No |
| High | Yes | B7 | 1878.5 | Com | 10.3 | No | 14.6 | 13.7 | No |
| High | Yes | B1 | 8274.8 | Com | 10.3 | No | 8.2 | 9.8 | No |
| High | Yes | B4 | 2516.3 | Res | 10.3 | No | 21.6 | 21.4 | No |
| High | Yes | B4 | 2100.7 | Res | 10.3 | No | 12.8 | 15.1 | No |
| High | Yes | C1 | 4469.4 | Res | 10.3 | No | 8.8 | 6.5 | No |
| High | Yes | B1 | 10957.9 | Com | 10.2 | No | 19.6 | 13.4 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | A6 | 4089.4 | Com | 10.2 | No | 10.8 | 17.7 | No |
| High | Yes | B10 | 3931.5 | Com | 10.2 | No | 19.0 | 18.1 | No |
| High | Yes | A9 | 21107.1 | Com | 10.2 | No | 4.7 | 21.1 | No |
| High | Yes | C9 | 6252.8 | Com | 10.2 | No | 13.7 | 14.3 | No |
| High | Yes | F2 | 4100.0 | Res | 10.2 | No | 8.0 | 13.5 | No |
| High | Yes | D4 | 3852.7 | Res | 10.2 | No | 16.9 | 8.6 | No |
| High | Yes | C9 | 2463.3 | Res | 10.2 | No | 10.2 | 3.2 | No |
| High | Yes | B1 | 15241.0 | Res | 10.2 | No | 10.3 | 7.0 | No |
| High | Yes | A6 | 2995.5 | Res | 10.2 | No | 20.3 | 1.7 | No |
| High | Yes | B10 | 4182.2 | Res | 10.2 | No | 13.1 | 22.0 | No |
| High | Yes | B10 | 6236.8 | Res | 10.2 | No | 8.5 | 14.4 | No |
| High | Yes | E1 | 5593.0 | Com | 10.1 | No | 6.3 | 7.0 | No |
| High | Yes | A10 | 8044.0 | Com | 10.1 | No | 9.2 | 7.3 | No |
| High | Yes | C6 | 1807.3 | Com | 10.1 | No | 7.1 | 17.6 | No |
| High | Yes | B4 | 3730.0 | Com | 10.1 | No | 20.1 | 16.0 | No |
| High | Yes | A9 | 31497.9 | Com | 10.1 | No | 15.9 | 21.1 | No |
| High | Yes | E1 | 5336.8 | Com | 10.1 | No | 6.7 | 3.1 | No |
| High | Yes | D4 | 3758.0 | Res | 10.1 | No | 3.2 | 7.1 | No |
| High | Yes | A10 | 5461.9 | Res | 10.1 | No | 12.3 | 5.8 | No |
| High | Yes | A10 | 5569.7 | Res | 10.1 | No | 17.1 | 15.6 | No |
| High | Yes | E8 | 412.2 | Res | 10.1 | No | 7.1 | 7.9 | No |
| High | Yes | B10 | 6599.9 | Res | 10.1 | No | 15.5 | 9.5 | No |
| High | Yes | B10 | 6280.5 | Res | 10.1 | No | 16.9 | 12.2 | No |
| High | Yes | B4 | 2466.9 | Res | 10.1 | No | 17.7 | 23.0 | No |
| High | Yes | C1 | 4424.2 | Res | 10.1 | No | 7.1 | 7.2 | No |
| High | Yes | A9 | 25010.2 | Res | 10.1 | No | 18.6 | 28.5 | No |
| High | No | F4 | 84.5 | Com | 10.0 | No | 13.4 | 16.2 | No |
| High | No | E1 | 2123.8 | Com | 10.0 | No | 18.1 | 13.0 | No |
| High | No | B1 | 12156.4 | Com | 10.0 | No | 4.9 | 7.8 | No |
| High | No | C2 | 3552.0 | Com | 10.0 | No | 3.7 | 11.3 | No |
| High | No | B1 | 3970.5 | Com | 10.0 | No | 9.1 | 12.7 | No |
| High | No | E1 | 2546.9 | Res | 10.0 | No | 16.6 | 12.8 | No |
| High | No | B1 | 3597.0 | Res | 10.0 | No | 13.9 | 12.0 | No |
| High | No | D9 | 681.9 | Res | 10.0 | No | 11.9 | 15.2 | No |
| High | No | A9 | 39975.0 | Com | 9.9 | No | 7.8 | 5.4 | No |
| High | No | C3 | 15920.9 | Com | 9.9 | No | 24.9 | 28.1 | No |
| High | No | D3 | 1252.2 | Com | 9.9 | No | 11.0 | 15.7 | No |
| High | No | A6 | 82.5 | Com | 9.9 | No | 20.1 | 12.2 | No |
| High | No | B5 | 22676.0 | Com | 9.9 | No | 12.6 | 10.0 | No |
| High | No | A9 | 21598.6 | Res | 9.9 | No | 12.2 | 22.6 | No |
| High | No | D4 | 3442.5 | Res | 9.9 | No | 13.2 | 11.1 | No |
| High | No | B1 | 6930.3 | Res | 9.9 | No | 14.8 | 14.5 | No |
| High | No | D9 | 551.0 | Res | 9.9 | No | 7.4 | 6.1 | No |
| High | No | E1 | 2651.4 |  | 9.9 | No | 12.5 | 15.1 | No |
| High | No | A10 | 7292.1 | Com | 9.8 | No | 4.5 | 15.6 | No |
| High | No | B10 | 6489.8 | Com | 9.8 | No | 15.4 | 23.2 | No |
| High | No | F5 | 2438.5 | Com | 9.7 | No | 5.7 | 6.3 | No |
| High | No | A2 | 1607.4 | Com | 9.7 | No | 6.5 | 12.5 | No |
| High | No | A2 | 1641.3 | Com | 9.7 | No | 8.1 | 8.1 | No |
| High | No | A6 | 4442.8 | Com | 9.7 | No | 15.7 | 6.8 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B8 | 3946.5 | Com | 9.7 | No | 11.5 | 6.4 | No |
| High | No | B1 | 7191.3 | Com | 9.7 | No | 8.9 | 4.9 | No |
| High | No | E9 | 1177.1 | Com | 9.7 | No | 2.8 | 15.1 | No |
| High | No | F2 | 3794.7 | Res | 9.7 | No | 10.3 | 16.0 | No |
| High | No | A6 | 3058.3 | Res | 9.7 | No | 16.0 | 5.3 | No |
| High | No | A9 | 31063.2 | Com | 9.6 | Yes | 15.2 | 19.5 | No |
| High | No | E1 | 2370.0 | Com | 9.6 | No | 18.9 | 14.7 | No |
| High | No | E1 | 5725.6 | Com | 9.6 | No | 18.3 | 22.3 | No |
| High | No | B5 | 11980.6 | Com | 9.6 | No | 9.8 | 7.1 | No |
| High | No | B8 | 3833.5 | Com | 9.6 | No | 11.6 | 18.9 | No |
| High | No | B1 | 3971.4 | Com | 9.6 | No | 9.6 | 11.6 | No |
| High | No | C3 | 8570.2 | Com | 9.6 | No | 12.6 | 15.4 | No |
| High | No | C7 | 3829.5 | Res | 9.6 | No | 8.2 | 5.0 | No |
| High | No | A3 | 60.2 | Res | 9.6 | No | 28.8 | 4.0 | No |
| High | No | B10 | 3695.0 | Res | 9.6 | No | 16.1 | 17.8 | No |
| High | No | C1 | 3343.5 | Res | 9.6 | No | 13.8 | 14.8 | No |
| High | No | A9 | 22589.6 | Res | 9.6 | No | 21.2 | 17.0 | No |
| High | No | D6 | 3191.5 | Com | 9.5 | No | 13.2 | 12.0 | No |
| High | No | A6 | 3282.2 | Com | 9.5 | No | 11.8 | 2.4 | No |
| High | No | B5 | 14434.2 | Com | 9.5 | No | 10.6 | 13.0 | No |
| High | No | A9 | 34607.2 | Com | 9.5 | No | 3.0 | 5.7 | No |
| High | No | F2 | 4242.1 | Res | 9.5 | No | 11.0 | 18.5 | No |
| High | No | F4 | 538.8 | Res | 9.5 | No | 13.8 | 18.9 | No |
| High | No | B5 | 17177.6 | Res | 9.5 | No | 14.7 | 13.7 | No |
| High | No | A10 | 8405.4 | Com | 9.4 | No | 29.0 | 9.7 | No |
| High | No | C5 | 5865.7 | Com | 9.4 | No | 23.4 | 28.0 | No |
| High | No | A6 | 47.2 | Com | 9.4 | No | 18.5 | 13.1 | No |
| High | No | B5 | 30143.0 | Com | 9.4 | No | 5.0 | 6.3 | No |
| High | No | B10 | 3403.9 | Com | 9.4 | No | 19.4 | 22.9 | No |
| High | No | B9 | 7450.9 | Com | 9.4 | No | 7.2 | 7.2 | No |
| High | No | D2 | 597.8 | Res | 9.4 | No | 5.3 | 9.6 | No |
| High | No | A1 | 4971.0 | Res | 9.4 | No | 18.9 | 16.4 | No |
| High | No | C1 | 4490.4 | Res | 9.4 | No | 10.5 | 8.1 | No |
| High | No | A6 | 10830.4 | Com | 9.3 | No | 7.1 | 11.0 | No |
| High | No | B5 | 17398.0 | Com | 9.3 |  | 8.5 | 6.0 | No |
| High | No | B1 | 3640.6 | Com | 9.3 | No | 20.2 | 16.7 | No |
| High | No | B6 | 264.4 | Com | 9.3 | No | 8.8 | 14.6 | No |
| High | No | F2 | 3646.0 | Res | 9.3 | No | 10.4 | 10.2 | No |
| High | No | E1 | 2041.2 | Res | 9.3 | No | 19.2 | 16.9 | No |
| High | No | C7 | 4424.8 | Res | 9.3 | No | 8.2 | 6.9 | No |
| High | No | C3 | 19246.5 | Com | 9.2 | No | 25.8 | 22.7 | No |
| High | No | A10 | 5109.8 | Com | 9.2 | No | 20.2 | 13.2 | No |
| High | No | D3 | 1363.1 | Com | 9.2 | No | 13.7 | 20.2 | No |
| High | No | C3 | 6850.4 | Com | 9.2 | No | 14.7 | 14.9 | No |
| High | No | B4 | 2435.8 | Res | 9.2 | No | 16.0 | 23.8 | No |
| High | No | B7 | 2394.8 | Res | 9.2 | No | 24.1 | 18.8 | No |
| High | No | C6 | 806.1 | Com | 9.1 | No | 17.2 | 28.2 | No |
| High | No | B5 | 17515.4 | Com | 9.1 | No | 4.4 | 4.0 | No |
| High | No | E9 | 951.7 | Com | 9.1 | No | 5.4 | 15.5 | No |
| High | No | D2 | 640.7 | Res | 9.1 | No | 23.5 | 23.6 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B10 | 4224.2 | Res | 9.1 | No | 12.5 | 13.3 | No |
| High | No | B1 | 3832.5 | Res | 9.1 | No | 18.1 | 16.8 | No |
| High | No | A9 | 31002.2 | Com | 9.0 | Yes | 10.4 | 28.3 | No |
| High | No | C5 | 5724.2 | Com | 9.0 | No | 13.3 | 19.2 | No |
| High | No | A4 | 730.5 | Com | 9.0 | No | 20.1 | 18.4 | No |
| High | No | A6 | 0.0 | Com | 9.0 | No | 8.6 | 4.4 | No |
| High | No | A6 | 128.3 | Com | 9.0 | No | 7.5 | 14.5 | No |
| High | No | B9 | 6870.3 | Com | 9.0 | No | 13.1 | 15.8 | No |
| High | No | A6 | 3846.3 | Res | 9.0 | No | 16.0 | 13.8 | No |
| High | No | E8 | 494.2 | Res | 9.0 | No | 7.0 | 10.9 | No |
| High | No | B1 | 3649.0 | Res | 9.0 | No | 12.8 | 9.9 | No |
| High | No | D1 | 1728.4 | Com | 8.9 | No | 15.7 | 13.1 | No |
| High | No | C5 | 5994.8 | Com | 8.9 | No | 16.0 | 25.1 | No |
| High | No | A4 | 3684.6 | Com | 8.9 | No | 10.3 | 17.8 | No |
| High | No | A6 | 10621.9 | Com | 8.9 | No | 14.7 | 13.8 | No |
| High | No | B1 | 6880.4 | Com | 8.9 | No | 7.5 | 7.1 | No |
| High | No | E1 | 9473.4 | Res | 8.9 | No | 19.2 | 17.7 | No |
| High | No | E1 | 1937.8 | Res | 8.9 | No | 7.1 | 6.3 | No |
| High | No | D4 | 3338.7 | Res | 8.9 | Yes | 11.9 | 12.1 | No |
| High | No | D2 | 632.8 | Res | 8.9 | No | 37.9 | 3.5 | No |
| High | No | B5 | 11108.3 | Res | 8.9 | No | 8.8 | 6.6 | No |
| High | No | B10 | 6633.1 | Res | 8.9 | No | 11.2 | 4.1 | No |
| High | No | A9 | 22649.6 | Res | 8.9 | No | 18.3 | 17.2 | No |
| High | No | F2 | 12407.5 | Com | 8.8 | No | 14.0 | 16.1 | No |
| High | No | A9 | 25374.6 | Com | 8.8 | No | 20.2 | 10.1 | No |
| High | No | B1 | 3859.7 | Com | 8.8 | No | 8.1 | 16.4 | No |
| High | No | B1 | 6258.6 | Com | 8.8 | No | 8.8 | 15.4 | No |
| High | No | A9 | 34651.3 | Com | 8.8 | No | 4.9 | 6.7 | No |
| High | No | C3 | 17563.4 | Com | 8.8 | No | 11.5 | 12.3 | No |
| High | No | F2 | 3665.2 | Res | 8.8 | No | 9.3 | 15.6 | No |
| High | No | B4 | 2146.3 | Res | 8.8 | No | 20.5 | 34.2 | No |
| High | No | C9 | 6730.6 | Com | 8.7 | No | 8.9 | 6.3 | No |
| High | No | A10 | 7334.1 | Com | 8.7 | No | 14.9 | 7.8 | No |
| High | No | C5 | 5926.1 | Com | 8.7 | No | 33.9 | 24.9 | No |
| High | No | B5 | 13674.8 | Com | 8.7 | No | 14.6 | 13.2 | No |
| High | No | B5 | 15814.2 | Com | 8.7 | No | 18.4 | 25.4 | No |
| High | No | B6 | 1198.7 | Com | 8.7 | No | 14.2 | 10.2 | No |
| High | No | F4 | 236.3 | Res | 8.7 | No | 7.0 | 18.5 | No |
| High | No | A9 | 24972.9 | Com | 8.6 | No | 15.2 | 10.3 | No |
| High | No | A9 | 31176.0 | Com | 8.6 | No | 13.0 | 6.6 | No |
| High | No | C9 | 1901.3 | Com | 8.6 | No | 7.5 | 5.8 | No |
| High | No | B1 | 11856.1 | Com | 8.6 | No | 15.6 | 4.9 | No |
| High | No | A2 | 1669.5 | Com | 8.6 | No | 10.5 | 6.1 | No |
| High | No | E1 | 5379.7 | Com | 8.6 | No | 5.2 | 4.6 | No |
| High | No | D4 | 3797.0 | Res | 8.6 | No | 5.7 | 7.0 | No |
| High | No | C7 | 2467.2 | Res | 8.6 | No | 15.1 | 15.7 | No |
| High | No | A6 | 3187.8 | Res | 8.6 | No | 14.7 | 7.6 | No |
| High | No | A9 | 30914.8 | Com | 8.5 | No | 17.9 | 23.6 | No |
| High | No | A4 | 720.0 | Com | 8.5 | No | 11.1 | 9.5 | No |
| High | No | B5 | 14489.4 | Com | 8.5 | No | 10.8 | 9.9 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B4 | 3840.5 | Com | 8.5 | No | 25.8 | 15.2 | No |
| High | No | A9 | 23122.6 | Res | 8.5 | No | 19.8 | 15.6 | No |
| High | No | A9 | 31074.7 | Com | 8.4 | No | 10.4 | 5.8 | No |
| High | No | A9 | 35453.5 | Com | 8.4 | No | 25.5 | 12.6 | No |
| High | No | A1 | 1310.8 | Com | 8.4 | No | 11.4 | 19.8 | No |
| High | No | B5 | 9790.5 | Com | 8.4 | No | 7.4 | 4.6 | No |
| High | No | B5 | 11410.7 | Com | 8.4 | No | 7.8 | 6.0 | No |
| High | No | B10 | 5761.4 | Com | 8.4 | No | 16.4 | 14.7 | No |
| High | No | B5 | 747.9 | Com | 8.4 | No | 11.5 | 6.9 | No |
| High | No | A6 | 3262.5 | Res | 8.4 | No | 6.1 | 16.5 | No |
| High | No | B5 | 11495.9 | Res | 8.4 | No | 15.5 | 26.7 | No |
| High | No | A9 | 30803.5 | Com | 8.3 | No | 20.6 | 15.9 | No |
| High | No | D6 | 2583.4 | Com | 8.3 | No | 21.5 | 21.1 | No |
| High | No | B1 | 11458.6 | Com | 8.3 | No | 23.6 | 6.8 | No |
| High | No | A10 | 5501.8 | Com | 8.3 | No | 9.3 | 16.5 | No |
| High | No | A4 | 3698.5 | Com | 8.3 | No | 19.7 | 4.5 | No |
| High | No | A9 | 21530.8 | Res | 8.3 | No | 10.2 | 22.7 | No |
| High | No | C9 | 1584.8 | Res | 8.3 | No | 9.6 | 6.0 | No |
| High | No | B5 | 17407.5 | Res | 8.3 | No | 14.2 | 13.5 | No |
| High | No | B1 | 3386.1 | Res | 8.3 | No | 17.3 | 10.5 | No |
| High | No | A9 | 22798.4 | Res | 8.3 | No | 10.9 | 14.4 | No |
| High | No | D9 | 801.7 | Res | 8.3 | No | 15.1 | 22.6 | No |
| High | No | A9 | 24758.9 | Com | 8.2 | No | 13.9 | 5.7 | No |
| High | No | B5 | 16791.5 | Com | 8.2 | No | 16.5 | 18.7 | No |
| High | No | B8 | 3661.2 | Com | 8.2 | No | 9.0 | 7.1 | No |
| High | No | D6 | 2949.4 | Res | 8.2 | No | 5.4 | 5.4 | No |
| High | No | D2 | 688.7 | Res | 8.2 | No | 23.9 | 16.4 | No |
| High | No | B10 | 6235.7 | Res | 8.2 | No | 8.4 | 12.2 | No |
| High | No | B10 | 6547.8 | Res | 8.2 | No | 13.2 | 13.1 | No |
| High | No | A9 | 23297.7 | Res | 8.2 | No | 17.1 | 9.9 | No |
| High | No | B4 | 2794.7 | Com | 8.1 | No | 17.0 | 16.1 | No |
| High | No | E9 | 1359.8 | Com | 8.1 | Yes | 0.4 | 11.9 | No |
| High | No | D4 | 3538.6 | Res | 8.1 | No | 14.8 | 9.6 | No |
| High | No | A6 | 3109.7 | Res | 8.1 | No | 5.5 | 19.1 | No |
| High | No | C5 | 5957.7 | Com | 8.0 | No | 22.4 | 24.8 | No |
| High | No | C5 | 2569.0 | Com | 8.0 | No | 15.8 | 23.5 | No |
| High | No | B5 | 11326.7 | Com | 8.0 | No | 22.9 | 13.0 | No |
| High | No | B5 | 11437.8 | Com | 8.0 | No | 16.7 | 13.5 | No |
| High | No | B10 | 5658.7 | Com | 8.0 | No | 13.0 | 13.2 | No |
| High | No | F5 | 2471.3 | Com | 7.9 | No | 4.2 | 11.0 | No |
| High | No | A9 | 25505.7 | Com | 7.9 | No | 5.3 | 15.3 | No |
| High | No | C9 | 7944.5 | Com | 7.9 | No | 30.8 | 15.7 | No |
| High | No | A6 | 395.3 | Com | 7.9 | No | 19.3 | 2.4 | No |
| High | No | B5 | 110.0 | Com | 7.9 | No | 12.1 | 12.2 | No |
| High | No | B1 | 3750.3 | Res | 7.9 | No | 9.0 | 12.8 | No |
| High | No | A9 | 22955.1 | Res | 7.9 | No | 14.3 | 12.5 | No |
| High | No | D6 | 2843.8 | Com | 7.8 | No | 12.9 | 19.3 | No |
| High | No | D6 | 2762.5 | Com | 7.8 | No | 5.0 | 7.4 | No |
| High | No | A2 | 1997.8 | Com | 7.8 | No | 16.5 | 18.8 | No |
| High | No | A6 | 5879.6 | Com | 7.8 | No | 10.8 | 4.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B5 | 16946.9 | Com | 7.8 | Yes | 17.7 | 18.9 | No |
| High | No | C1 | 4399.0 | Com | 7.8 | No | 6.1 | 10.9 | No |
| High | No | A9 | 22012.5 | Res | 7.8 | No | 15.2 | 13.4 | No |
| High | No | D6 | 2998.2 | Res | 7.8 | No | 6.5 | 4.9 | No |
| High | No | B5 | 10984.7 | Com | 7.7 | No | 9.3 | 9.8 | No |
| High | No | B4 | 2752.0 | Com | 7.7 | No | 11.0 | 17.4 | No |
| High | No | B4 | 2045.2 | Res | 7.7 | No | 20.4 | 15.4 | No |
| High | No | C1 | 4601.2 | Res | 7.7 | No | 6.7 | 8.2 | No |
| High | No | A10 | 7202.3 | Com | 7.6 | No | 8.7 | 4.6 | No |
| High | No | A4 | 2280.4 | Com | 7.6 | No | 10.9 | 12.6 | No |
| High | No | B10 | 3060.0 | Com | 7.6 | No | 17.1 | 16.9 | No |
| High | No | E1 | 5310.9 | Com | 7.6 | No | 5.2 | 6.2 | No |
| High | No | D6 | 2431.7 | Res | 7.6 | No | 8.4 | 10.2 | No |
| High | No | B5 | 16719.7 | Res | 7.6 | No | 18.1 | 13.9 | No |
| High | No | B10 | 6291.2 | Res | 7.6 | No | 11.7 | 6.9 | No |
| High | No | A9 | 24799.7 | Com | 7.5 | No | 13.2 | 14.0 | No |
| High | No | C5 | 1304.9 | Com | 7.5 | No | 21.8 | 20.5 | No |
| High | No | A6 | 10689.9 | Com | 7.5 | No | 14.4 | 11.2 | No |
| High | No | A6 | 10770.9 | Com | 7.5 | No | 7.2 | 13.2 | No |
| High | No | A9 | 22084.7 | Res | 7.5 | No | 23.6 | 19.3 | No |
| High | No | D4 | 3481.5 | Res | 7.5 | No | 11.2 | 11.9 | No |
| High | No | E8 | 466.4 | Res | 7.5 | No | 13.5 | 16.1 | No |
| High | No | B9 | 6988.7 | Res | 7.5 | No | 15.3 | 13.7 | No |
| High | No | E1 | 5719.0 | Res | 7.5 | No | 5.4 | 5.0 | No |
| High | No | C3 | 16952.2 | Res | 7.5 | Yes | 5.4 | 5.6 | No |
| High | No | B1 | 10549.3 | Com | 7.4 | No | 8.9 | 8.8 | No |
| High | No | B5 | 12139.2 | Com | 7.4 | No | 7.3 | 8.4 | No |
| High | No | B5 | 11333.8 | Com | 7.4 | No | 5.9 | 8.0 | No |
| High | No | D4 | 3628.2 | Res | 7.4 | No | 11.3 | 10.8 | No |
| High | No | B5 | 15584.4 | Res | 7.4 | No | 13.8 | 21.5 | No |
| High | No | C5 | 4141.6 | Com | 7.3 | No | 8.0 | 6.4 | No |
| High | No | A9 | 20222.3 | Com | 7.3 | No | 6.4 | 9.4 | No |
| High | No | A9 | 22443.5 | Res | 7.3 | No | 17.5 | 11.3 | No |
| High | No | A2 | 1935.5 | Com | 7.2 | No | 18.6 | 15.4 | No |
| High | No | A9 | 36444.8 | Com | 7.2 | No | 15.4 | 20.5 | No |
| High | No | F2 | 512.5 | Com | 7.1 | No | 7.1 | 7.9 | No |
| High | No | C5 | 2075.7 | Com | 7.1 | No | 8.0 | 8.6 | No |
| High | No | B5 | 4115.6 | Com | 7.1 | No | 17.6 | 18.1 | No |
| High | No | B5 | 15524.0 | Res | 7.1 | No | 22.2 | 30.4 | No |
| High | No | E8 | 329.8 | Res | 7.1 | No | 6.8 | 6.6 | No |
| High | No | C1 | 4451.2 | Res | 7.1 | No | 8.7 | 8.0 | No |
| High | No | B1 | 5247.9 | Com | 7.0 | No | 5.6 | 3.1 | No |
| High | No | C3 | 8409.8 | Com | 6.9 | No | 14.7 | 13.2 | No |
| High | No | B1 | 10847.3 | Com | 6.9 | No | 7.6 | 7.6 | No |
| High | No | B5 | 10675.8 | Com | 6.9 | No | 6.2 | 8.0 | No |
| High | No | B1 | 3761.2 | Com | 6.9 | No | 12.4 | 15.6 | No |
| High | No | B1 | 6472.4 | Com | 6.9 | No | 12.5 | 13.7 | No |
| High | No | E1 | 2906.9 | Res | 6.9 | No | 10.3 | 13.0 | No |
| High | No | D2 | 736.5 | Res | 6.9 | No | 6.4 | 6.4 | No |
| High | No | B5 | 7666.2 | Com | 6.8 | No | 17.4 | 16.4 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | A9 | 30443.5 | Com | 6.8 | No | 7.5 | 9.8 | No |
| High | No | B4 | 2209.7 | Res | 6.8 | No | 6.4 | 9.1 | No |
| High | No | B10 | 2911.9 | Com | 6.7 | No | 10.7 | 18.6 | No |
| High | No | B10 | 3875.9 | Res | 6.7 | No | 19.7 | 15.6 | No |
| High | No | C6 | 2223.5 | Com | 6.6 | No | 14.9 | 14.5 | No |
| High | No | A3 | 169.0 | Res | 6.6 | No | 27.1 | 3.7 | No |
| High | No | A9 | 23403.8 | Res | 6.6 | No | 17.9 | 15.2 | No |
| High | No | D6 | 2870.8 | Com | 6.5 | No | 12.4 | 10.6 | No |
| High | No | B1 | 14548.0 | Com | 6.5 | Yes | 0.0 | 0.0 | No |
| High | No | E7 | 308.4 | Com | 6.5 | No | 5.7 | 7.6 | No |
| High | No | A6 | 9100.6 | Com | 6.5 | No | 10.4 | 12.9 | No |
| High | No | B1 | 15840.6 | Res | 6.4 | Yes | 0.0 | 0.0 | No |
| High | No | D6 | 2480.5 | Com | 6.3 | No | 7.1 | 15.5 | No |
| High | No | B5 | 16850.7 | Com | 6.3 | No | 20.0 | 12.6 | No |
| High | No | A9 | 25503.1 | Res | 6.3 | No | 15.6 | 13.4 | No |
| High | No | B1 | 15885.0 | Res | 6.3 | Yes | 0.0 | 0.0 | No |
| High | No | A2 | 1838.4 | Com | 6.2 | No | 12.9 | 7.8 | No |
| High | No | A6 | 9849.8 | Com | 6.2 | No | 10.4 | 1.9 | No |
| High | No | B1 | 11019.1 | Com | 6.0 | No | 24.6 | 18.3 | No |
| High | No | B9 | 7384.7 | Com | 6.0 | No | 8.3 | 7.3 | No |
| High | No | D1 | 5093.0 | Res | 6.0 | Yes | 0.0 | 0.0 | No |
| High | No | B5 | 11533.7 | Res | 6.0 | No | 24.4 | 16.8 | No |
| High | No | C9 | 5310.9 | Com | 5.9 | No | 25.2 | 19.1 | No |
| High | No | B5 | 922.8 | Com | 5.9 | No | 15.0 | 11.4 | No |
| High | No | A10 | 6482.1 | Com | 5.8 | No | 8.1 | 8.5 | No |
| High | No | B1 | 15927.9 | Res | 5.8 | Yes | 0.0 | 0.0 | No |
| High | No | B1 | 11246.9 | Com | 5.7 | No | 21.8 | 18.7 | No |
| High | No | A9 | 20254.6 | Com | 5.7 | No | 10.6 | 18.2 | No |
| High | No | A6 | 9439.8 | Com | 5.6 | No | 2.4 | 12.0 | No |
| High | No | A5 | 67.2 | Com | 5.5 | Yes | 8.3 | 15.6 | No |
| High | No | A6 | 10651.5 | Com | 5.5 | No | 7.0 | 8.4 | No |
| High | No | C3 | 6867.9 | Com | 5.5 | No | 20.1 | 12.7 | No |
| High | No | B1 | 15478.6 | Res | 5.5 | No | 6.0 | 8.4 | No |
| High | No | B9 | 47.9 | Res | 5.5 | No | 8.4 | 7.0 | No |
| High | No | A9 | 22269.2 | Res | 5.5 | No | 11.2 | 1.4 | No |
| High | No | E8 | 669.0 | Com | 5.4 | No | 10.7 | 8.3 | No |
| High | No | B5 | 11695.8 | Res | 5.4 | No | 24.8 | 22.4 | No |
| High | No | E8 | 140.0 | Res | 5.4 | No | 21.8 | 14.7 | No |
| High | No | A9 | 26170.6 | Com | 5.2 | No | 17.6 | 15.2 | No |
| High | No | B1 | 10903.6 | Com | 5.2 | No | 21.5 | 21.0 | No |
| High | No | A9 | 30295.1 | Com | 5.2 | No | 15.1 | 7.5 | No |
| High | No | A10 | 8485.1 | Com | 5.1 | No | 4.0 | 7.6 | No |
| High | No | A10 | 7595.4 | Com | 5.1 | No | 11.4 | 6.2 | No |
| High | No | A9 | 20985.7 | Com | 5.1 | No | 2.4 | 18.5 | No |
| High | No | A9 | 35596.4 | Com | 5.1 | No | 5.8 | 5.6 | No |
| High | No | B1 | 14476.2 | Res | 5.1 | No | 12.1 | 6.5 | No |
| High | No | C9 | 2283.5 | Res | 5.1 | No | 5.9 | 5.7 | No |
| High | No | F2 | 12546.0 | Com | 5.0 | No | 23.5 | 17.8 | No |
| High | No | B1 | 14969.9 | Res | 5.0 | No | 9.1 | 4.9 | No |
| High | No | B5 | 14878.5 | Res | 5.0 | No | 17.1 | 19.4 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B8 | 3842.8 | Com | 4.9 | No | 10.8 | 6.5 | No |
| High | No | A4 | 2225.7 | Com | 4.8 | No | 6.8 | 5.2 | No |
| High | No | C1 | 4410.6 | Res | 4.8 | No | 7.5 | 6.5 | No |
| High | No | D1 | 1464.9 | Com | 4.7 | Yes | 0.0 | 0.0 | No |
| High | No | A2 | 1762.2 | Com | 4.7 | No | 10.1 | 7.0 | No |
| High | No | B10 | 2607.6 | Com | 4.7 | No | 15.3 | 17.3 | No |
| High | No | A9 | 41304.8 | Com | 4.7 | No | 10.6 | 11.8 | No |
| High | No | C5 | 2037.8 | Com | 4.6 | No | 16.4 | 17.2 | No |
| High | No | D5 | 742.3 | Com | 4.6 | No | 6.4 | 6.7 | No |
| High | No | B5 | 18426.7 | Res | 4.6 | No | 8.4 | 6.7 | No |
| High | No | D6 | 3082.1 | Com | 4.5 | No | 5.5 | 8.6 | No |
| High | No | A6 | 4719.1 | Com | 4.5 | No | 17.3 | 15.1 | No |
| High | No | D1 | 5543.3 | Res | 4.5 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 23206.9 | Res | 4.5 | No | 18.4 | 14.5 | No |
| High | No | B1 | 15561.5 | Res | 4.4 | Yes | 0.0 | 0.0 | No |
| High | No | A10 | 9631.8 | Com | 4.3 | No | 6.5 | 14.5 | No |
| High | No | B5 | 12393.4 | Com | 4.2 | No | 18.2 | 23.7 | No |
| High | No | C9 | 1546.2 | Res | 4.2 | Yes | 0.0 | 0.0 | No |
| High | No | C8 | 1185.4 | Res | 4.2 | Yes | 0.0 | 0.0 | No |
| High | No | B4 | 3619.2 | Res | 4.2 | No | 14.8 | 12.2 | No |
| High | No | B10 | 4729.7 | Com | 4.1 | No | 15.5 | 15.2 | No |
| High | No | B1 | 14606.6 | Com | 4.0 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 28970.9 | Com | 4.0 | Yes | 1.4 | 6.2 | No |
| High | No | C8 | 859.6 | Res | 4.0 | Yes | 0.0 | 0.0 | No |
| High | No | B10 | 4464.7 | Res | 4.0 | No | 18.9 | 15.3 | No |
| High | No | B4 | 3573.9 | Com | 3.9 | No | 4.8 | 8.5 | No |
| High | No | A9 | 44192.8 | Com | 3.9 | No | 17.7 | 11.3 | No |
| High | No | D2 | 713.7 | Res | 3.9 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 23389.2 | Res | 3.9 | No | 17.7 | 15.8 | No |
| High | No | A6 | 271.6 | Com | 3.8 | No | 20.7 | 6.0 | No |
| High | No | A9 | 41498.5 | Com | 3.7 | No | 18.4 | 23.5 | No |
| High | No | C10 | 802.6 | Com | 3.7 | Yes | 0.0 | 0.0 | No |
| High | No | B10 | 4065.9 | Com | 3.7 | No | 6.6 | 8.0 | No |
| High | No | E9 | 2022.8 | Com | 3.7 | No | 4.7 | 8.9 | No |
| High | No | A9 | 23275.4 | Res | 3.7 | No | 18.7 | 16.9 | No |
| High | No | A5 | 514.1 | Com | 3.6 | Yes | 7.6 | 5.4 | No |
| High | No | C1 | 2233.8 | Com | 3.5 | Yes | 6.8 | 7.6 | No |
| High | No | C7 | 1524.5 | Res | 3.5 | No | 0.0 | 0.0 | No |
| High | No | D1 | 5134.5 | Res | 3.5 | Yes | 0.0 | 0.0 | No |
| High | No | C1 | 3312.5 | Res | 3.5 | No | 16.0 | 13.7 | No |
| High | No | C9 | 7963.9 | Com | 3.4 |  | 28.3 | 18.2 | No |
| High | No | C7 | 3865.6 | Com | 3.4 | No | 9.7 | 12.5 | No |
| High | No | D1 | 4889.9 | Res | 3.4 | Yes | 0.0 | 0.0 | No |
| High | No | B10 | 4269.9 | Com | 3.3 | No | 6.7 | 9.1 | No |
| High | No | B9 | 7055.7 | Com | 3.3 | No | 6.0 | 6.5 | No |
| High | No | C8 | 752.9 | Res | 3.3 | Yes | 0.0 | 0.0 | No |
| High | No | C7 | 1305.2 | Res | 3.3 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 24885.3 | Res | 3.3 | No | 1.5 | 12.5 | No |
| High | No | B1 | 14462.0 | Com | 3.2 | Yes | 0.0 | 0.0 | No |
| High | No | A9 | 29415.1 | Com | 3.1 | No | 2.3 | 8.1 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | D1 | 1526.4 | Com | 3.1 | Yes | 0.0 | 0.0 | No |
| High | No | C7 | 2160.9 | Res | 3.1 | Yes | 0.0 | 0.0 | No |
| High | No | B10 | 6061.4 | Res | 3.1 | Yes | 11.9 | 7.5 | No |
| High | No | C3 | 16757.8 | Com | 3.0 | Yes | 0.0 | 0.0 | No |
| High | No | D1 | 5096.0 | Res | 3.0 | Yes | 0.0 | 0.0 | No |
| High | No | C9 | 1927.1 | Res | 2.9 | Yes | 8.0 | 9.4 | No |
| High | No | B5 | 1421.5 | Com | 2.8 | Yes | 14.7 | 10.9 | No |
| High | No | B5 | 3113.4 | Com | 2.8 | Yes | 1.6 | 0.9 | No |
| High | No | B1 | 14265.8 | Res | 2.8 | Yes | 0.0 | 0.0 | No |
| High | No | D2 | 612.6 | Res | 2.8 | Yes | 0.0 | 0.0 | No |
| High | No | B5 | 2679.9 | Com | 2.7 | Yes | 2.9 | 0.8 | No |
| High | No | D6 | 3186.4 |  | 2.7 | No | 4.7 | 6.5 | No |
| High | No | B9 | 1848.9 | Com | 2.6 | Yes | 8.1 | 3.8 | No |
| High | No | C10 | 163.7 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| High | No | C7 | 2000.1 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| High | No | C9 | 2227.2 | Res | 2.6 | Yes | 2.6 | 6.5 | No |
| High | No | B5 | 2647.5 | Com | 2.5 | Yes | 22.6 | 9.1 | No |
| High | No | A9 | 44239.8 | Com | 2.5 | No | 12.1 | 11.3 | No |
| High | No | D1 | 4220.5 | Com | 2.4 | Yes | 0.0 | 0.0 | No |
| High | No | B1 | 15452.5 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| High | No | C10 | 295.2 | Res | 2.4 | Yes | 19.0 | 26.3 | No |
| High | No | B5 | 2152.6 | Com | 2.3 | Yes | 8.3 | 5.4 | No |
| High | No | C8 | 1666.7 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| High | No | C9 | 6321.8 | Com | 2.2 | No | 6.8 | 6.0 | No |
| High | No | A10 | 7247.8 | Com | 2.2 | No | 14.0 | 6.2 | No |
| High | No | D5 | 1402.5 | Com | 2.2 | No | 11.1 | 7.9 | No |
| High | No | C7 | 2064.4 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| High | No | C7 | 1628.8 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| High | No | C9 | 1987.5 | Res | 2.2 | Yes | 3.6 | 10.0 | No |
| High | No | D1 | 1465.6 | Com | 2.1 | Yes | 0.0 | 0.0 | No |
| High | No | C8 | 497.1 | Res | 2.1 | Yes | 0.0 | 0.0 | No |
| High | No | C1 | 2339.1 | Res | 2.1 | Yes | 4.3 | 1.2 | No |
| High | No | B5 | 3900.7 | Com | 2.0 | Yes | 16.9 | 15.8 | No |
| High | No | D1 | 4496.2 | Res | 2.0 | Yes | 0.0 | 0.0 | No |
| High | No | C1 | 3274.0 | Res | 1.9 | No | 14.0 | 17.9 | No |
| High | No | C1 | 4131.1 | Com | 1.7 | No | 14.2 | 18.4 | No |
| High | No | A9 | 20956.3 | Res | 1.7 | No | 5.1 | 3.7 | No |
| High | No | D3 | 937.6 | Com | 1.6 | No | 7.7 | 9999.0 | No |
| High | No | C2 | 3235.4 | Com | 1.5 | No | 17.1 | 14.8 | No |
| High | No | B10 | 5517.6 | Res | 1.4 | No | 10.6 | 3.8 | No |
| High | No | D7 | 2585.5 | Com | 1.3 | No | 9.5 | 4.7 | No |
| High | No | A9 | 20405.3 | Res | 0.3 | No | 10.8 | 13.2 | No |
| High | No | B1 | 15191.4 | Com | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 147.7 | Res | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1619.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1698.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1628.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1550.5 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1497.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 1358.1 |  | 0.0 |  | 0.0 | 0.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | C8 | 989.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 970.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C8 | 795.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1286.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1555.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1594.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1615.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1658.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 2276.4 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1574.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | C7 | 1544.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B1 | 14030.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B1 | 12269.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 4485.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 4216.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 4113.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 4083.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 4062.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | D1 | 3921.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 181.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 2065.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 2113.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| High | No | B3 | 2163.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | Yes | C2 | 6045.3 | Com | 27.7 | No | 27.1 | 29.7 | No |
| M edium | Yes | A9 | 33970.7 | Com | 19.8 | No | 13.1 | 9.9 | No |
| Medium | Yes | A9 | 34158.8 | Com | 18.8 | No | 21.6 | 22.8 | No |
| Medium | Yes | A10 | 2685.8 | Com | 18.5 | No | 25.0 | 13.0 | No |
| M edium | Yes | A2 | 48.5 | Com | 16.8 | No | 12.1 | 17.5 | No |
| M edium | Yes | A1 | 214.4 | Res | 16.6 | No | 25.2 | 7.8 | No |
| M edium | Yes | C2 | 1747.1 | Com | 16.4 | No | 9999.0 | 25.4 | No |
| M edium | Yes | B5 | 10218.4 | Com | 16.1 | No | 90.0 | 11.2 | No |
| M edium | Yes | C5 | 3696.4 | Com | 15.9 | No | 21.0 | 17.4 | No |
| M edium | Yes | C4 | 2998.2 | Com | 15.9 | No | 19.8 | 20.8 | No |
| Medium | Yes | A1 | 261.6 | Res | 15.9 | No | 19.2 | 19.1 | No |
| Medium | Yes | C2 | 2065.8 | Com | 15.8 | No | 17.9 | 19.0 | No |
| M edium | Yes | C5 | 2769.8 | Com | 15.6 | No | 17.1 | 15.1 | No |
| Medium | Yes | C2 | 1729.0 | Com | 15.6 | No | 18.3 | 14.2 | No |
| Medium | Yes | C9 | 8092.5 | Com | 15.6 | No | 15.5 | 14.4 | No |
| Medium | Yes | A9 | 33626.3 | Com | 15.3 | No | 19.7 | 23.6 | No |
| M edium | Yes | C2 | 739.9 | Com | 15.3 | No | 15.3 | 22.0 | No |
| Medium | Yes | C3 | 19006.6 | Com | 15.1 | No | 10.4 | 28.5 | No |
| Medium | Yes | E6 | 473.4 | Com | 15.1 | No | 17.3 | 16.3 | No |
| Medium | Yes | A9 | 32833.5 | Res | 15.1 | No | 16.3 | 13.0 | No |
| Medium | Yes | F3 | 944.6 | Res | 15.0 | No | 14.9 | 10.6 | No |
| M edium | Yes | F2 | 5890.2 | Com | 14.9 | No | 14.0 | 22.7 | No |
| Medium | Yes | C6 | 1190.4 | Com | 14.9 | No | 14.3 | 15.1 | No |
| Medium | Yes | C5 | 7447.3 | Com | 14.9 | No | 12.9 | 11.1 | No |
| M edium | Yes | C5 | 6788.0 | Com | 14.8 | Yes | 13.4 | 18.2 | No |
| M edium | Yes | C9 | 8151.7 | Com | 14.8 | No | 12.9 | 17.2 | No |
| Medium | Yes | D1 | 1093.1 | Res | 14.8 | No | 7.2 | 7.9 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C4 | 3239.8 | Res | 14.8 | No | 22.4 | 22.1 | No |
| M edium | Yes | D7 | 3732.1 | Res | 14.7 | No | 12.8 | 12.6 | No |
| M edium | Yes | E1 | 1348.7 | Res | 14.7 | No | 13.0 | 10.5 | No |
| Medium | Yes | C5 | 7028.8 | Com | 14.6 | No | 24.8 | 19.9 | No |
| M edium | Yes | C2 | 678.6 | Com | 14.6 | No | 25.3 | 16.3 | No |
| M edium | Yes | C4 | 2017.4 | Com | 14.6 | No | 6.1 | 6.2 | No |
| M edium | Yes | C4 | 2316.4 | Com | 14.5 | No | 17.3 | 21.6 | No |
| M edium | Yes | C4 | 1986.0 | Com | 14.5 | No | 12.1 | 16.8 | No |
| M edium | Yes | A6 | 5153.6 | Com | 14.3 | No | 19.1 | 18.5 | No |
| M edium | Yes | A4 | 986.1 | Com | 14.2 | No | 0.0 | 15.3 | No |
| M edium | Yes | E1 | 1289.3 | Res | 14.2 | No | 12.7 | 14.5 | No |
| Medium | Yes | E1 | 3330.4 | Res | 14.2 | No | 17.1 | 10.9 | No |
| Medium | Yes | C3 | 14546.2 | Com | 14.1 | No | 18.5 | 13.2 | No |
| M edium | Yes | C5 | 7401.7 | Com | 14.1 | No | 16.3 | 17.8 | No |
| M edium | Yes | C2 | 881.0 | Com | 14.1 | No | 17.2 | 19.7 | No |
| Medium | Yes | B5 | 1152.8 | Com | 14.1 | No | 18.1 | 14.1 | No |
| Medium | Yes | C2 | 6165.2 | Com | 14.0 | No | 11.6 | 15.9 | No |
| M edium | Yes | B9 | 6706.5 | Com | 14.0 | No | 19.1 | 14.9 | No |
| Medium | Yes | F3 | 828.9 | Res | 14.0 | No | 19.8 | 9.5 | No |
| M edium | Yes | A10 | 10880.4 | Com | 13.9 | No | 6.2 | 8.0 | No |
| Medium | Yes | A2 | 190.6 | Com | 13.9 | No | 17.1 | 20.5 | No |
| M edium | Yes | A6 | 5706.2 | Com | 13.9 | No | 7.6 | 9.4 | No |
| M edium | Yes | C9 | 7501.8 | Com | 13.9 | No | 14.6 | 13.2 | No |
| M edium | Yes | B10 | 6936.3 | Res | 13.9 | No | 9.1 | 13.2 | No |
| M edium | Yes | A10 | 6141.1 | Com | 13.8 | No | 7.1 | 6.9 | No |
| M edium | Yes | C4 | 1533.8 | Com | 13.7 | No | 13.7 | 16.3 | No |
| M edium | Yes | A1 | 3088.5 | Com | 13.7 | No | 20.3 | 17.0 | No |
| Medium | Yes | B5 | 20766.1 | Com | 13.7 | No | 9.1 | 9.1 | No |
| Medium | Yes | B9 | 5726.5 | Com | 13.7 | No | 17.2 | 11.7 | No |
| Medium | Yes | D7 | 3903.2 | Res | 13.7 | No | 14.3 | 15.9 | No |
| M edium | Yes | C4 | 1424.1 | Res | 13.7 | No | 18.5 | 15.7 | No |
| M edium | Yes | D4 | 1957.0 | Res | 13.6 | No | 14.1 | 12.9 | No |
| M edium | Yes | A9 | 36623.1 | Com | 13.5 | No | 21.4 | 26.0 | No |
| Medium | Yes | D4 | 5723.8 | Com | 13.5 | No | 6.5 | 2.5 | No |
| M edium | Yes | C2 | 4661.4 | Com | 13.5 | No | 6.5 | 8.2 | No |
| M edium | Yes | C2 | 1783.9 | Com | 13.5 | No | 12.9 | 28.9 | No |
| Medium | Yes | C1 | 7344.7 | Com | 13.5 | No | 9.2 | 7.9 | No |
| M edium | Yes | C2 | 765.0 | Com | 13.4 | No | 18.1 | 18.3 | No |
| M edium | Yes | A1 | 169.1 | Res | 13.4 | No | 22.9 | 6.9 | No |
| M edium | Yes | D7 | 3931.5 | Res | 13.4 | No | 10.0 | 11.2 | No |
| M edium | Yes | A10 | 4971.3 | Com | 13.3 | No | 8.7 | 5.1 | No |
| M edium | Yes | C2 | 808.1 | Com | 13.3 | No | 23.6 | 21.0 | No |
| M edium | Yes | A3 | 690.4 | Com | 13.3 | No | 13.4 | 17.8 | No |
| M edium | Yes | E1 | 3699.5 | Com | 13.3 | No | 17.5 | 16.9 | No |
| Medium | Yes | C5 | 2428.1 | Res | 13.3 | No | 21.5 | 21.3 | No |
| Medium | Yes | C5 | 8112.2 | Com | 13.2 | No | 4.2 | 4.8 | No |
| M edium | Yes | C5 | 8332.0 | Com | 13.2 | No | 21.1 | 19.9 | No |
| M edium | Yes | B9 | 5258.6 | Com | 13.2 | No | 8.4 | 6.7 | No |
| Medium | Yes | A9 | 33865.4 | Com | 13.1 | No | 14.5 | 17.8 | No |
| Medium | Yes | A10 | 9207.7 | Com | 13.1 | No | 10.5 | 12.1 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C2 | 608.0 | Com | 13.1 | No | 21.6 | 25.6 | No |
| M edium | Yes | C4 | 3039.2 | Com | 13.1 | No | 16.2 | 16.4 | No |
| Medium | Yes | A1 | 3042.0 | Com | 13.1 | No | 19.2 | 13.0 | No |
| Medium | Yes | B7 | 3200.6 | Com | 13.1 | No | 16.2 | 23.6 | No |
| M edium | Yes | E1 | 4260.0 | Com | 13.0 | No | 5.9 | 8.8 | No |
| M edium | Yes | B5 | 12944.4 | Res | 13.0 | No | 90.0 | 9.2 | No |
| M edium | Yes | E1 | 1661.1 | Res | 13.0 | No | 20.3 | 20.7 | No |
| M edium | Yes | A9 | 36772.3 | Com | 12.9 | No | 7.3 | 7.3 | No |
| M edium | Yes | C3 | 15173.2 | Com | 12.9 | No | 19.0 | 2.4 | No |
| M edium | Yes | D4 | 5674.4 | Com | 12.9 | No | 5.7 | 5.1 | No |
| M edium | Yes | C5 | 8297.1 | Com | 12.9 | No | 12.6 | 21.2 | No |
| Medium | Yes | B5 | 30551.1 | Com | 12.9 | No | 18.8 | 4.7 | No |
| Medium | Yes | B5 | 30906.5 | Com | 12.9 | No | 15.6 | 6.0 | No |
| M edium | Yes | B7 | 1648.3 | Res | 12.9 | No | 17.0 | 21.1 | No |
| M edium | Yes | E1 | 485.8 | Com | 12.8 | No | 9.7 | 7.7 | No |
| Medium | Yes | D4 | 2216.6 | Com | 12.8 | No | 14.8 | 15.5 | No |
| Medium | Yes | C5 | 10525.8 | Com | 12.8 | No | 7.9 | 4.6 | No |
| M edium | Yes | C2 | 6210.8 | Com | 12.8 | No | 11.8 | 11.0 | No |
| Medium | Yes | C2 | 1144.4 | Com | 12.8 | No | 27.3 | 12.8 | No |
| M edium | Yes | B5 | 1937.1 | Com | 12.8 | No | 11.0 | 10.3 | No |
| Medium | Yes | B5 | 12449.2 | Com | 12.8 | No | 22.9 | 16.2 | No |
| M edium | Yes | B5 | 13383.7 | Com | 12.8 | No | 16.4 | 19.9 | No |
| M edium | Yes | B9 | 5590.1 | Com | 12.8 | No | 6.8 | 5.6 | No |
| M edium | Yes | A9 | 34523.6 | Com | 12.8 | No | 21.3 | 20.6 | No |
| M edium | Yes | C3 | 21336.0 | Com | 12.8 | No | 13.6 | 17.2 | No |
| M edium | Yes | E1 | 3964.6 | Com | 12.7 | No | 8.5 | 14.6 | No |
| M edium | Yes | C3 | 14772.4 | Com | 12.7 | No | 17.2 | 18.6 | No |
| Medium | Yes | C3 | 18242.7 | Com | 12.7 | No | 24.7 | 2.8 | No |
| Medium | Yes | D1 | 481.6 | Com | 12.7 | No | 11.7 | 15.9 | No |
| Medium | Yes | C6 | 1172.9 | Com | 12.7 | No | 17.2 | 13.9 | No |
| M edium | Yes | C6 | 1137.4 | Com | 12.7 | No | 15.7 | 10.7 | No |
| M edium | Yes | C5 | 3675.5 | Com | 12.7 | No | 18.5 | 25.2 | No |
| M edium | Yes | C5 | 2373.0 | Com | 12.7 | No | 24.7 | 18.6 | No |
| Medium | Yes | E6 | 274.3 | Com | 12.7 | No | 14.7 | 11.5 | No |
| M edium | Yes | A10 | 491.7 | Com | 12.7 | No | 15.9 | 7.8 | No |
| M edium | Yes | E1 | 1165.6 | Res | 12.7 | No | 18.7 | 13.5 | No |
| Medium | Yes | E1 | 1381.9 | Res | 12.7 | No | 13.1 | 17.2 | No |
| M edium | Yes | C5 | 7229.5 | Com | 12.6 | No | 12.9 | 11.2 | No |
| M edium | Yes | C5 | 3599.2 | Com | 12.6 | No | 19.9 | 15.3 | No |
| M edium | Yes | B9 | 5153.1 | Com | 12.6 | No | 8.6 | 6.7 | No |
| M edium | Yes | C5 | 3179.1 | Res | 12.6 | No | 18.7 | 18.0 | No |
| M edium | Yes | F3 | 735.8 | Res | 12.6 | No | 15.3 | 11.4 | No |
| M edium | Yes | E1 | 1159.5 | Res | 12.6 | No | 10.0 | 12.2 | No |
| M edium | Yes | D7 | 4284.1 |  | 12.6 | No | 14.6 | 14.0 | No |
| Medium | Yes | D4 | 4725.2 | Com | 12.5 | No | 6.1 | 7.5 | No |
| Medium | Yes | D4 | 4748.6 | Com | 12.5 | No | 5.7 | 5.4 | No |
| M edium | Yes | C5 | 2923.6 | Com | 12.5 | No | 23.2 | 19.1 | No |
| M edium | Yes | B1 | 8971.6 | Com | 12.5 | No | 11.9 | 16.4 | No |
| Medium | Yes | B6 | 1676.1 | Com | 12.5 | No | 10.6 | 15.3 | No |
| Medium | Yes | B9 | 4920.5 | Com | 12.5 | No | 7.3 | 3.9 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | D4 | 2325.9 | Com | 12.4 | No | 12.3 | 9.6 | No |
| Medium | Yes | C2 | 1914.4 | Com | 12.4 | No | 23.5 | 25.3 | No |
| M edium | Yes | C2 | 1117.4 | Com | 12.4 | No | 26.4 | 25.0 | No |
| Medium | Yes | E1 | 7812.9 | Com | 12.4 | No | 10.3 | 12.4 | No |
| Medium | Yes | F4 | 1010.4 | Res | 12.4 | No | 14.3 | 20.4 | No |
| M edium | Yes | C1 | 6508.2 | Res | 12.4 | No | 5.3 | 10.3 | No |
| M edium | Yes | E1 | 3252.8 | Res | 12.4 | No | 15.3 | 13.9 | No |
| M edium | Yes | C7 | 3556.9 | Com | 12.3 | No | 11.4 | 15.3 | No |
| M edium | Yes | C4 | 2536.2 | Com | 12.3 | No | 15.8 | 21.5 | No |
| M edium | Yes | C4 | 2040.3 | Com | 12.3 | No | 17.6 | 30.1 | No |
| M edium | Yes | A1 | 5259.4 | Com | 12.3 | No | 18.0 | 21.7 | No |
| Medium | Yes | C1 | 7862.5 | Com | 12.3 | No | 11.6 | 10.1 | No |
| Medium | Yes | B1 | 8986.4 | Com | 12.3 | No | 17.3 | 20.0 | No |
| Medium | Yes | B6 | 630.1 | Com | 12.3 | No | 7.7 | 10.8 | No |
| M edium | Yes | F2 | 6794.0 | Com | 12.3 | No | 7.4 | 8.4 | No |
| M edium | Yes | A9 | 33884.4 | Com | 12.3 | No | 17.0 | 16.8 | No |
| Medium | Yes | E1 | 3485.0 | Res | 12.3 | No | 16.1 | 18.8 | No |
| Medium | Yes | A10 | 4256.7 | Com | 12.2 | No | 8.6 | 4.8 | No |
| M edium | Yes | C6 | 1417.4 | Com | 12.2 | No | 14.3 | 15.5 | No |
| M edium | Yes | C5 | 8196.7 | Com | 12.2 | No | 16.0 | 19.5 | No |
| Medium | Yes | C5 | 2260.0 | Com | 12.2 | No | 13.5 | 20.1 | No |
| Medium | Yes | C4 | 1751.5 | Com | 12.2 | No | 26.9 | 17.6 | No |
| M edium | Yes | A6 | 1238.4 | Com | 12.2 | No | 13.3 | 9.6 | No |
| M edium | Yes | B9 | 5121.6 | Com | 12.2 | No | 7.3 | 8.0 | No |
| M edium | Yes | C3 | 16699.6 | Com | 12.2 | Yes | 5.5 | 4.8 | No |
| Medium | Yes | B2 | 15454.0 | Res | 12.2 | No | 6.5 | 8.3 | No |
| M edium | Yes | A9 | 32872.6 | Res | 12.2 | No | 14.7 | 14.5 | No |
| Medium | Yes | D1 | 466.2 | Com | 12.1 | No | 21.7 | 21.8 | No |
| Medium | Yes | C5 | 7357.4 | Com | 12.1 | No | 16.7 | 16.0 | No |
| Medium | Yes | A4 | 1115.0 | Com | 12.1 | No | 19.8 | 6.5 | No |
| M edium | Yes | B8 | 192.5 | Com | 12.1 | No | 19.0 | 30.8 | No |
| M edium | Yes | E9 | 0.0 | Com | 12.1 | No | 0.8 | 13.4 | No |
| M edium | Yes | C3 | 18115.8 | Com | 12.1 | No | 13.0 | 29.9 | No |
| Medium | Yes | A10 | 4119.0 | Res | 12.1 | No | 16.4 | 15.2 | No |
| M edium | Yes | C5 | 1495.5 | Com | 12.0 | No | 8.5 | 5.9 | No |
| Medium | Yes | A3 | 796.1 | Com | 12.0 | No | 20.9 | 23.2 | No |
| Medium | Yes | D5 | 948.5 | Com | 12.0 | No | 4.9 | 8.4 | No |
| Medium | Yes | F4 | 787.8 | Res | 12.0 | No | 11.9 | 15.4 | No |
| M edium | Yes | E1 | 3493.5 | Res | 12.0 |  | 12.7 | 14.5 | No |
| M edium | Yes | E1 | 3934.9 | Com | 11.9 | No | 10.2 | 13.8 | No |
| M edium | Yes | A1 | 3350.7 | Com | 11.9 | No | 9.4 | 6.4 | No |
| Medium | Yes | B9 | 5044.3 | Com | 11.9 | No | 5.3 | 5.5 | No |
| Medium | Yes | F3 | 780.8 | Res | 11.9 | No | 17.8 | 11.5 | No |
| Medium | Yes | C5 | 3578.6 | Com | 11.8 | No | 16.6 | 23.4 | No |
| Medium | Yes | C5 | 2864.6 | Com | 11.8 | No | 15.3 | 13.6 | No |
| Medium | Yes | C5 | 3651.1 | Com | 11.8 | No | 26.2 | 15.0 | No |
| Medium | Yes | C2 | 1225.7 | Com | 11.8 | No | 21.6 | 23.5 | No |
| M edium | Yes | C4 | 3302.7 | Com | 11.8 | No | 6.8 | 5.8 | No |
| M edium | Yes | A1 | 4528.4 | Com | 11.8 | No | 19.5 | 17.3 | No |
| M edium | Yes | B6 | 83.2 | Com | 11.8 | No | 6.3 | 6.5 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | E1 | 5020.8 | Com | 11.8 | No | 6.6 | 3.2 | No |
| M edium | Yes | C3 | 8921.6 | Com | 11.8 | No | 16.1 | 10.1 | No |
| Medium | Yes | F4 | 1339.2 | Res | 11.8 | No | 8.4 | 9.0 | No |
| Medium | Yes | C5 | 2151.2 | Res | 11.8 | No | 23.5 | 17.6 | No |
| M edium | Yes | B10 | 5521.9 | Res | 11.8 | No | 17.7 | 35.9 | No |
| M edium | Yes | C5 | 1751.5 |  | 11.8 | No | 34.7 | 16.3 | No |
| M edium | Yes | E1 | 7383.3 | Com | 11.7 | No | 10.1 | 12.8 | No |
| Medium | Yes | C3 | 14584.2 | Com | 11.7 | No | 14.9 | 17.8 | No |
| M edium | Yes | C3 | 16339.3 | Com | 11.7 | No | 16.9 | 13.6 | No |
| Medium | Yes | D4 | 5291.9 | Com | 11.7 | No | 17.0 | 12.8 | No |
| M edium | Yes | C6 | 1256.0 | Com | 11.7 | No | 16.1 | 15.2 | No |
| Medium | Yes | C6 | 1525.6 | Com | 11.7 | No | 19.0 | 17.0 | No |
| Medium | Yes | B5 | 19832.5 | Com | 11.7 | No | 14.6 | 9.6 | No |
| Medium | Yes | B9 | 5647.7 | Com | 11.7 | No | 12.8 | 11.6 | No |
| Medium | Yes | A9 | 35030.8 | Com | 11.7 | No | 20.4 | 24.8 | No |
| Medium | Yes | A9 | 33041.4 | Com | 11.7 | No | 12.8 | 12.8 | No |
| Medium | Yes | C9 | 7842.8 | Com | 11.7 | No | 3.9 | 7.7 | No |
| Medium | Yes | E1 | 1458.2 | Res | 11.7 | No | 6.2 | 1.7 | No |
| M edium | Yes | C2 | 6196.7 | Res | 11.7 | No | 17.0 | 12.3 | No |
| M edium | Yes | C1 | 4708.4 | Res | 11.7 | No | 7.0 | 6.3 | No |
| M edium | Yes | B7 | 3813.4 | Res | 11.7 | No | 20.5 | 14.3 | No |
| M edium | Yes | D7 | 4104.1 |  | 11.7 | No | 13.0 | 14.9 | No |
| Medium | Yes | E1 | 4001.6 | Com | 11.6 | No | 11.3 | 18.7 | No |
| Medium | Yes | D7 | 514.8 | Com | 11.6 | No | 22.4 | 22.3 | No |
| Medium | Yes | C6 | 1475.4 | Com | 11.6 | No | 17.4 | 16.9 | No |
| Medium | Yes | C6 | 292.0 | Com | 11.6 | No | 14.3 | 10.1 | No |
| Medium | Yes | C2 | 4414.5 | Com | 11.6 | No | 19.3 | 17.0 | No |
| Medium | Yes | B5 | 19368.5 | Com | 11.6 | No | 11.1 | 11.5 | No |
| Medium | Yes | B7 | 1300.4 | Com | 11.6 | No | 14.2 | 16.9 | No |
| Medium | Yes | B9 | 6205.0 | Com | 11.6 | No | 16.6 | 12.8 | No |
| M edium | Yes | C3 | 22302.7 | Com | 11.6 | No | 7.3 | 15.0 | No |
| M edium | Yes | E1 | 3535.1 | Res | 11.6 | No | 9.6 | 12.9 | No |
| M edium | Yes | D6 | 2068.7 | Res | 11.6 | No | 11.1 | 11.4 | No |
| M edium | Yes | E1 | 4183.1 | Com | 11.5 | No | 3.9 | 7.7 | No |
| Medium | Yes | A10 | 3674.8 | Com | 11.5 | No | 19.9 | 17.4 | No |
| M edium | Yes | B5 | 12423.6 | Com | 11.5 | No | 10.7 | 90.0 | No |
| Medium | Yes | B10 | 1479.1 | Com | 11.5 | No | 16.6 | 17.1 | No |
| Medium | Yes | B10 | 1679.7 | Com | 11.5 | No | 19.0 | 20.9 | No |
| Medium | Yes | E1 | 5050.5 | Com | 11.5 | No | 6.7 | 5.1 | No |
| M edium | Yes | C9 | 2519.1 | Res | 11.5 | No | 8.0 | 4.3 | No |
| M edium | Yes | A1 | 5954.2 | Res | 11.5 | No | 13.0 | 20.4 | No |
| M edium | Yes | D6 | 2380.5 | Com | 11.4 | No | 9.5 | 13.6 | No |
| M edium | Yes | A10 | 10749.3 | Com | 11.4 | No | 19.3 | 13.9 | No |
| Medium | Yes | C5 | 7745.9 | Com | 11.4 | No | 18.1 | 11.8 | No |
| M edium | Yes | C5 | 2892.8 | Com | 11.4 | No | 16.6 | 20.1 | No |
| Medium | Yes | C2 | 4736.5 | Com | 11.4 | No | 10.9 | 13.3 | No |
| Medium | Yes | C4 | 2580.8 | Com | 11.4 | No | 15.4 | 17.5 | No |
| Medium | Yes | C4 | 1691.5 | Com | 11.4 | No | 16.1 | 19.7 | No |
| Medium | Yes | E6 | 569.9 | Com | 11.4 | No | 14.9 | 16.4 | No |
| Medium | Yes | B5 | 13372.0 | Com | 11.4 | No | 17.3 | 17.6 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C1 | 7622.1 | Com | 11.4 | No | 15.0 | 20.8 | No |
| M edium | Yes | B1 | 10200.3 | Com | 11.4 | No | 23.2 | 14.4 | No |
| Medium | Yes | C3 | 21559.1 | Com | 11.4 | No | 15.2 | 16.4 | No |
| Medium | Yes | D6 | 5302.4 | Com | 11.4 | No | 22.2 | 8.3 | No |
| M edium | Yes | C7 | 2590.1 | Res | 11.4 | No | 23.5 | 23.1 | No |
| M edium | Yes | A1 | 5745.5 | Res | 11.4 | No | 14.8 | 9.9 | No |
| M edium | Yes | C1 | 6749.1 | Res | 11.4 | No | 8.1 | 7.2 | No |
| M edium | Yes | E1 | 9361.4 | Res | 11.4 | No | 21.3 | 17.9 | No |
| M edium | Yes | E1 | 3432.4 | Res | 11.4 | No | 14.5 | 10.2 | No |
| Medium | Yes | C5 | 1697.8 |  | 11.4 | No | 9.0 | 14.8 | No |
| M edium | Yes | C5 | 6755.3 | Com | 11.3 | Yes | 12.5 | 15.4 | No |
| Medium | Yes | D3 | 383.4 | Com | 11.3 | No | 9999.0 | 19.5 | No |
| Medium | Yes | C4 | 1957.0 | Com | 11.3 | No | 14.9 | 9.5 | No |
| Medium | Yes | C4 | 4987.2 | Com | 11.3 | No | 8.9 | 4.3 | No |
| Medium | Yes | A6 | 1122.9 | Com | 11.3 | No | 12.8 | 1.9 | No |
| Medium | Yes | B5 | 28526.1 | Com | 11.3 | No | 18.3 | 14.6 | No |
| Medium | Yes | B7 | 2531.8 | Com | 11.3 | No | 13.9 | 14.6 | No |
| Medium | Yes | B1 | 8420.6 | Com | 11.3 | No | 6.6 | 6.4 | No |
| M edium | Yes | B5 | 359.9 | Com | 11.3 | Yes | 8.5 | 21.4 | No |
| M edium | Yes | A9 | 33837.4 | Com | 11.3 | No | 24.9 | 17.0 | No |
| M edium | Yes | C3 | 16646.6 | Com | 11.3 | Yes | 6.8 | 4.8 | No |
| M edium | Yes | C9 | 4624.5 | Com | 11.3 | No | 7.8 | 6.9 | No |
| Medium | Yes | D7 | 2736.7 | Com | 11.2 | No | 23.0 | 21.5 | No |
| Medium | Yes | D4 | 5339.3 | Com | 11.2 | No | 21.1 | 12.8 | No |
| Medium | Yes | D1 | 1760.1 | Com | 11.2 | No | 21.3 | 6.4 | No |
| M edium | Yes | A10 | 4572.8 | Com | 11.2 | No | 17.8 | 11.0 | No |
| Medium | Yes | C4 | 4500.3 | Com | 11.2 | No | 14.9 | 22.8 | No |
| Medium | Yes | A1 | 2854.1 | Com | 11.2 | No | 16.9 | 1.9 | No |
| Medium | Yes | B5 | 26688.6 | Com | 11.2 | No | 12.3 | 11.7 | No |
| Medium | Yes | B5 | 12505.4 | Com | 11.2 | No | 90.0 | 12.6 | No |
| M edium | Yes | B10 | 6875.7 | Com | 11.2 | No | 11.9 | 23.4 | No |
| M edium | Yes | B8 | 1933.2 | Com | 11.2 | No | 10.0 | 9.9 | No |
| M edium | Yes | B9 | 7546.8 | Com | 11.2 | No | 4.7 | 12.0 | No |
| M edium | Yes | C3 | 20810.9 | Com | 11.2 | No | 10.8 | 17.0 | No |
| Medium | Yes | C7 | 3246.9 | Res | 11.2 | No | 14.6 | 17.4 | No |
| M edium | Yes | C5 | 2134.6 | Res | 11.2 | No | 20.5 | 16.2 | No |
| Medium | Yes | C2 | 6098.7 | Res | 11.2 | No | 15.0 | 9.0 | No |
| M edium | Yes | C2 | 1871.5 | Res | 11.2 | No | 23.2 | 25.2 | No |
| Medium | Yes | C2 | 5943.2 |  | 11.2 | Yes | 10.5 | 12.5 | No |
| M edium | Yes | C5 | 3795.7 | Com | 11.1 | No | 14.0 | 18.7 | No |
| M edium | Yes | C4 | 2618.3 | Com | 11.1 | No | 18.8 | 27.4 | No |
| M edium | Yes | A1 | 4815.8 | Com | 11.1 | No | 16.0 | 14.6 | No |
| M edium | Yes | B8 | 33.1 | Com | 11.1 | No | 16.8 | 16.5 | No |
| Medium | Yes | B10 | 6105.3 | Com | 11.1 | No | 12.6 | 11.7 | No |
| M edium | Yes | B9 | 4967.9 | Com | 11.1 | No | 5.6 | 8.1 | No |
| Medium | Yes | A9 | 35089.2 | Com | 11.1 | No | 13.4 | 15.6 | No |
| Medium | Yes | A9 | 38368.8 | Com | 11.1 | No | 6.9 | 7.1 | No |
| Medium | Yes | C4 | 3400.5 | Res | 11.1 | No | 6.9 | 5.1 | No |
| Medium | Yes | A1 | 5226.0 | Res | 11.1 | No | 25.6 | 13.9 | No |
| Medium | Yes | A6 | 5015.0 | Res | 11.1 | No | 19.5 | 5.2 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | B5 | 19429.5 | Res | 11.1 | No | 8.1 | 10.4 | No |
| Medium | Yes | B1 | 7774.8 | Res | 11.1 | No | 12.1 | 13.0 | No |
| M edium | Yes | F4 | 2604.8 | Res | 11.1 | Yes | 13.8 | 12.0 | No |
| Medium | Yes | A9 | 41344.5 | Com | 11.0 | No | 18.7 | 13.4 | No |
| Medium | Yes | A9 | 38547.4 | Com | 11.0 | No | 7.4 | 6.8 | No |
| M edium | Yes | D1 | 1941.8 | Com | 11.0 | No | 3.4 | 15.0 | No |
| M edium | Yes | C6 | 1379.6 | Com | 11.0 | No | 14.3 | 18.9 | No |
| M edium | Yes | C5 | 7022.1 | Com | 11.0 | No | 21.6 | 12.3 | No |
| M edium | Yes | C2 | 4674.4 | Com | 11.0 | No | 15.8 | 19.1 | No |
| M edium | Yes | A4 | 4009.5 | Com | 11.0 | No | 9.2 | 8.6 | No |
| M edium | Yes | C1 | 7408.4 | Com | 11.0 | No | 6.9 | 5.8 | No |
| Medium | Yes | B1 | 8405.5 | Com | 11.0 | No | 7.5 | 3.4 | No |
| Medium | Yes | B1 | 8677.4 | Com | 11.0 | No | 14.6 | 13.0 | No |
| Medium | Yes | B9 | 5462.4 | Com | 11.0 | No | 6.8 | 8.8 | No |
| M edium | Yes | E1 | 50.2 | Res | 11.0 | No | 14.0 | 19.2 | No |
| M edium | Yes | B10 | 7186.2 | Res | 11.0 | No | 16.1 | 11.4 | No |
| Medium | Yes | A10 | 1419.6 | Res | 11.0 | No | 9.5 | 9.1 | No |
| Medium | Yes | A9 | 38769.0 | Com | 10.9 | No | 6.7 | 5.3 | No |
| M edium | Yes | A4 | 1606.4 | Com | 10.9 | No | 12.2 | 17.8 | No |
| M edium | Yes | B8 | 3086.3 | Com | 10.9 | No | 9.1 | 7.5 | No |
| Medium | Yes | B1 | 8748.5 | Com | 10.9 | No | 19.3 | 21.0 | No |
| Medium | Yes | B9 | 7542.5 | Com | 10.9 | No | 8.9 | 4.9 | No |
| M edium | Yes | D9 | 289.9 | Com | 10.9 | No | 24.3 | 13.5 | No |
| M edium | Yes | C3 | 8086.2 | Com | 10.9 | No | 20.6 | 15.8 | No |
| M edium | Yes | F2 | 13288.3 | Com | 10.8 | No | 13.4 | 15.7 | No |
| Medium | Yes | A9 | 42123.7 | Com | 10.8 | No | 7.6 | 8.7 | No |
| M edium | Yes | A9 | 40830.8 | Com | 10.8 | No | 16.0 | 15.2 | No |
| Medium | Yes | E4 | 1170.8 | Com | 10.8 | No | 12.9 | 9.9 | No |
| Medium | Yes | E1 | 4388.8 | Com | 10.8 | No | 6.1 | 7.9 | No |
| Medium | Yes | D6 | 2488.9 | Com | 10.8 | No | 14.5 | 16.0 | No |
| M edium | Yes | C3 | 6355.3 | Com | 10.8 | No | 16.5 | 22.3 | No |
| M edium | Yes | A10 | 8961.9 | Com | 10.8 | No | 13.6 | 4.1 | No |
| M edium | Yes | C4 | 2103.1 | Com | 10.8 | No | 28.1 | 26.3 | No |
| Medium | Yes | A1 | 3496.1 | Com | 10.8 | No | 21.2 | 18.7 | No |
| M edium | Yes | E9 | 15.7 | Com | 10.8 | Yes | 1.1 | 12.9 | No |
| Medium | Yes | A9 | 37460.3 | Com | 10.8 | No | 5.9 | 6.0 | No |
| Medium | Yes | C3 | 10871.2 | Com | 10.8 | No | 30.7 | 22.8 | No |
| Medium | Yes | C3 | 8612.3 | Com | 10.8 | No | 16.0 | 12.0 | No |
| M edium | Yes | F2 | 1009.9 | Res | 10.8 | No | 8.5 | 6.4 | No |
| M edium | Yes | E1 | 3217.3 | Res | 10.8 | No | 16.9 | 10.0 | No |
| M edium | Yes | C3 | 16527.6 | Com | 10.7 | No | 19.4 | 19.7 | No |
| Medium | Yes | D4 | 1468.8 | Com | 10.7 | No | 20.3 | 12.8 | No |
| Medium | Yes | C9 | 5535.8 | Com | 10.7 | No | 7.8 | 5.9 | No |
| Medium | Yes | C6 | 1314.0 | Com | 10.7 | No | 17.3 | 14.1 | No |
| Medium | Yes | C2 | 6093.1 | Com | 10.7 | No | 12.7 | 13.2 | No |
| Medium | Yes | E6 | 712.4 | Com | 10.7 | No | 14.5 | 7.2 | No |
| Medium | Yes | A2 | 530.5 | Com | 10.7 | No | 12.6 | 17.6 | No |
| M edium | Yes | A4 | 4436.3 | Com | 10.7 | No | 18.5 | 14.9 | No |
| M edium | Yes | A4 | 4659.9 | Com | 10.7 | No | 17.7 | 24.9 | No |
| M edium | Yes | A6 | 5226.6 | Com | 10.7 | No | 11.7 | 5.8 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B8 | 10842.7 | Com | 10.7 | No | 6.8 | 6.0 | No |
| M edium | Yes | B8 | 2596.6 | Com | 10.7 | No | 6.6 | 12.1 | No |
| Medium | Yes | A9 | 32786.1 | Com | 10.7 | No | 19.7 | 12.7 | No |
| Medium | Yes | A9 | 39147.2 | Com | 10.7 | No | 6.0 | 7.1 | No |
| M edium | Yes | A9 | 38710.9 | Com | 10.7 | No | 4.4 | 6.5 | No |
| M edium | Yes | C3 | 10818.5 | Com | 10.7 | No | 23.0 | 13.3 | No |
| M edium | Yes | D4 | 2183.1 | Res | 10.7 | No | 17.0 | 6.0 | No |
| M edium | Yes | A1 | 5678.5 | Res | 10.7 | No | 13.2 | 23.2 | No |
| M edium | Yes | A6 | 5066.3 | Res | 10.7 | No | 12.2 | 21.3 | No |
| M edium | Yes | E1 | 4274.9 | Res | 10.7 | No | 6.5 | 5.3 | No |
| M edium | Yes | C9 | 5702.6 | Com | 10.6 | No | 13.7 | 12.8 | No |
| Medium | Yes | C3 | 8632.3 | Com | 10.6 | No | 20.3 | 16.5 | No |
| Medium | Yes | A10 | 9231.2 | Com | 10.6 | No | 15.8 | 10.0 | No |
| M edium | Yes | A10 | 3256.3 | Com | 10.6 | No | 5.7 | 8.0 | No |
| M edium | Yes | C6 | 1583.6 | Com | 10.6 | No | 11.3 | 6.8 | No |
| Medium | Yes | C6 | 734.7 | Com | 10.6 | No | 19.7 | 12.4 | No |
| Medium | Yes | C5 | 2834.0 | Com | 10.6 | No | 15.1 | 11.0 | No |
| M edium | Yes | C2 | 5992.5 | Com | 10.6 | No | 11.9 | 16.5 | No |
| Medium | Yes | C2 | 716.0 | Com | 10.6 | No | 19.2 | 24.7 | No |
| M edium | Yes | A4 | 1772.6 | Com | 10.6 | No | 12.5 | 14.4 | No |
| Medium | Yes | B9 | 4735.8 | Com | 10.6 | No | 8.6 | 5.3 | No |
| M edium | Yes | B9 | 4886.3 | Com | 10.6 | No | 8.2 | 7.0 | No |
| M edium | Yes | B1 | 13472.4 | Res | 10.6 | No | 8.6 | 5.0 | No |
| M edium | Yes | C6 | 488.2 | Res | 10.6 | No | 20.7 | 13.9 | No |
| M edium | Yes | C6 | 595.3 | Res | 10.6 | No | 13.9 | 13.7 | No |
| M edium | Yes | F2 | 13589.1 | Com | 10.5 | No | 13.6 | 15.5 | No |
| M edium | Yes | A9 | 39481.8 | Com | 10.5 | No | 7.1 | 7.0 | No |
| Medium | Yes | E4 | 5657.6 | Com | 10.5 | No | 17.2 | 14.0 | No |
| Medium | Yes | A10 | 6841.0 | Com | 10.5 | No | 6.9 | 10.3 | No |
| Medium | Yes | C5 | 7885.4 | Com | 10.5 | No | 5.4 | 9.7 | No |
| M edium | Yes | E6 | 753.9 | Com | 10.5 | No | 13.2 | 15.2 | No |
| M edium | Yes | A2 | 682.0 | Com | 10.5 | No | 19.5 | 9.1 | No |
| M edium | Yes | B9 | 4958.5 | Com | 10.5 | No | 5.8 | 5.5 | No |
| Medium | Yes | C9 | 4784.0 | Com | 10.5 | No | 7.6 | 7.0 | No |
| M edium | Yes | C9 | 4339.4 | Com | 10.5 | No | 7.4 | 6.0 | No |
| M edium | Yes | C3 | 10812.9 | Com | 10.5 | No | 13.2 | 14.0 | No |
| Medium | Yes | C3 | 6741.6 | Com | 10.5 | No | 15.2 | 11.6 | No |
| M edium | Yes | D4 | 2760.4 | Res | 10.5 |  | 12.4 | 10.7 | No |
| M edium | Yes | C5 | 1717.0 |  | 10.5 | No | 22.7 | 15.8 | No |
| M edium | Yes | A9 | 33930.9 | Com | 10.4 | No | 14.5 | 10.5 | No |
| M edium | Yes | E1 | 7879.1 | Com | 10.4 | No | 8.5 | 13.9 | No |
| M edium | Yes | E1 | 7956.8 | Com | 10.4 | No | 11.4 | 12.1 | No |
| M edium | Yes | C3 | 11257.8 | Com | 10.4 | No | 11.3 | 15.7 | No |
| M edium | Yes | C3 | 8703.1 | Com | 10.4 | No | 26.8 | 21.6 | No |
| Medium | Yes | C6 | 1374.7 | Com | 10.4 | No | 6.7 | 9.3 | No |
| Medium | Yes | A1 | 5326.9 | Com | 10.4 | No | 15.9 | 16.4 | No |
| M edium | Yes | A2 | 247.9 | Com | 10.4 | No | 15.2 | 23.3 | No |
| M edium | Yes | A2 | 734.9 | Com | 10.4 | No | 16.4 | 18.9 | No |
| Medium | Yes | B5 | 19413.5 | Com | 10.4 | No | 12.2 | 7.7 | No |
| Medium | Yes | B10 | 6143.3 | Com | 10.4 | No | 7.9 | 10.5 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | A10 | 431.0 | Com | 10.4 | No | 9.7 | 9.7 | No |
| Medium | Yes | B7 | 3502.4 | Com | 10.4 | No | 15.4 | 12.0 | No |
| M edium | Yes | B1 | 8893.0 | Com | 10.4 | No | 12.5 | 10.1 | No |
| M edium | Yes | B6 | 1346.9 | Com | 10.4 | No | 11.6 | 14.0 | No |
| Medium | Yes | B9 | 5030.7 | Com | 10.4 | No | 6.8 | 6.5 | No |
| M edium | Yes | A10 | 6254.8 | Res | 10.4 | No | 9.5 | 11.5 | No |
| M edium | Yes | B2 | 15198.3 | Res | 10.4 | No | 8.0 | 8.7 | No |
| M edium | Yes | C5 | 1383.7 | Res | 10.4 | No | 26.0 | 17.1 | No |
| M edium | Yes | A1 | 5659.3 | Res | 10.4 | No | 16.6 | 21.4 | No |
| M edium | Yes | B5 | 19591.8 | Res | 10.4 | No | 23.3 | 19.2 | No |
| M edium | Yes | C9 | 2675.7 |  | 10.4 | No | 8.2 | 4.5 | No |
| Medium | Yes | A9 | 38587.6 | Com | 10.3 | No | 9.1 | 6.3 | No |
| Medium | Yes | C7 | 3578.8 | Com | 10.3 | No | 17.2 | 10.4 | No |
| Medium | Yes | B1 | 12823.4 | Com | 10.3 | No | 7.3 | 10.2 | No |
| M edium | Yes | A10 | 9158.4 | Com | 10.3 | No | 18.4 | 13.3 | No |
| M edium | Yes | A10 | 3914.9 | Com | 10.3 | No | 21.8 | 14.8 | No |
| Medium | Yes | A10 | 3456.5 | Com | 10.3 | No | 10.7 | 13.7 | No |
| Medium | Yes | C5 | 2361.9 | Com | 10.3 | No | 7.4 | 6.5 | No |
| M edium | Yes | A2 | 1448.4 | Com | 10.3 | No | 9.3 | 4.0 | No |
| M edium | Yes | B5 | 10323.9 | Com | 10.3 | No | 14.8 | 7.6 | No |
| Medium | Yes | B8 | 2929.4 | Com | 10.3 | No | 9.0 | 8.1 | No |
| Medium | Yes | B1 | 8113.1 | Com | 10.3 | No | 8.8 | 7.1 | No |
| M edium | Yes | B5 | 425.1 | Com | 10.3 | Yes | 21.5 | 26.2 | No |
| M edium | Yes | D6 | 6897.2 | Com | 10.3 | No | 18.6 | 13.6 | No |
| M edium | Yes | C3 | 7985.2 | Com | 10.3 | No | 19.4 | 10.7 | No |
| Medium | Yes | C3 | 8436.0 | Com | 10.3 | No | 20.0 | 15.7 | No |
| M edium | Yes | C5 | 2906.9 | Res | 10.3 |  | 21.0 | 10.1 | No |
| Medium | Yes | C3 | 14738.5 | Com | 10.2 | No | 15.0 | 16.6 | No |
| Medium | Yes | C3 | 17131.6 | Com | 10.2 | No | 22.5 | 17.4 | No |
| M edium | Yes | D4 | 5228.7 | Com | 10.2 | No | 14.0 | 16.4 | No |
| M edium | Yes | C3 | 11532.6 | Com | 10.2 |  | 15.5 | 14.7 | No |
| M edium | Yes | C3 | 411.5 | Com | 10.2 | No | 28.0 | 20.9 | No |
| M edium | Yes | B1 | 12456.9 | Com | 10.2 | No | 2.7 | 11.8 | No |
| Medium | Yes | A10 | 5899.6 | Com | 10.2 | No | 13.1 | 28.4 | No |
| M edium | Yes | C4 | 5804.7 | Com | 10.2 | No | 6.8 | 10.2 | No |
| Medium | Yes | A1 | 3150.9 | Com | 10.2 | No | 10.9 | 6.9 | No |
| Medium | Yes | A1 | 5460.4 | Com | 10.2 | No | 15.8 | 15.9 | No |
| Medium | Yes | A4 | 4072.3 | Com | 10.2 | No | 24.8 | 23.3 | No |
| M edium | Yes | A6 | 4760.4 | Com | 10.2 | No | 25.3 | 1.9 | No |
| M edium | Yes | B5 | 10375.9 | Com | 10.2 | No | 13.1 | 11.4 | No |
| M edium | Yes | B8 | 2974.0 | Com | 10.2 | No | 12.3 | 7.5 | No |
| Medium | Yes | B6 | 978.7 | Com | 10.2 | No | 11.9 | 16.2 | No |
| Medium | Yes | A9 | 41702.5 | Com | 10.2 | No | 19.8 | 20.4 | No |
| Medium | Yes | E1 | 3415.4 | Res | 10.2 | No | 13.2 | 10.0 | No |
| Medium | Yes | C2 | 6249.0 | Res | 10.2 | No | 16.2 | 12.3 | No |
| Medium | Yes | A6 | 1485.8 | Res | 10.2 | No | 14.7 | 22.2 | No |
| Medium | Yes | A8 | 1454.0 |  | 10.2 | No | 8.6 | 4.4 | No |
| M edium | Yes | A9 | 39767.6 | Com | 10.1 | No | 6.3 | 3.6 | No |
| M edium | Yes | A9 | 38692.9 | Com | 10.1 | No | 6.6 | 5.4 | No |
| M edium | Yes | E1 | 8606.8 | Com | 10.1 | No | 5.4 | 7.6 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C3 | 16822.8 | Com | 10.1 | No | 17.7 | 18.7 | No |
| M edium | Yes | C9 | 5549.8 | Com | 10.1 | No | 18.8 | 9.4 | No |
| Medium | Yes | C3 | 8838.6 | Com | 10.1 | No | 20.9 | 19.5 | No |
| Medium | Yes | A10 | 6577.6 | Com | 10.1 | No | 4.2 | 11.6 | No |
| M edium | Yes | C5 | 6707.7 | Com | 10.1 | No | 18.4 | 13.4 | No |
| M edium | Yes | D3 | 308.2 | Com | 10.1 | No | 22.5 | 9999.0 | No |
| M edium | Yes | C4 | 6154.3 | Com | 10.1 | No | 2.7 | 13.7 | No |
| M edium | Yes | C4 | 2730.6 | Com | 10.1 | No | 7.1 | 8.0 | No |
| M edium | Yes | A6 | 5270.4 | Com | 10.1 | No | 10.3 | 7.1 | No |
| M edium | Yes | B1 | 7840.1 | Com | 10.1 | No | 7.5 | 7.9 | No |
| M edium | Yes | B9 | 7762.7 | Com | 10.1 | No | 6.4 | 13.5 | No |
| Medium | Yes | B5 | 870.0 | Com | 10.1 | No | 7.5 | 9.5 | No |
| Medium | Yes | C3 | 10855.2 | Com | 10.1 | No | 21.8 | 29.6 | No |
| Medium | Yes | A6 | 1357.1 | Res | 10.1 | No | 14.7 | 22.9 | No |
| Medium | No | A9 | 33722.4 | Com | 10.0 | No | 20.6 | 18.9 | No |
| Medium | No | A9 | 37078.7 | Com | 10.0 | No | 6.1 | 5.1 | No |
| Medium | No | A10 | 3509.3 | Com | 10.0 | No | 25.5 | 23.2 | No |
| Medium | No | C5 | 7103.4 | Com | 10.0 | No | 17.2 | 12.3 | No |
| M edium | No | A4 | 4597.4 | Com | 10.0 | No | 23.9 | 18.3 | No |
| M edium | No | B8 | 3025.3 | Com | 10.0 | No | 8.3 | 8.3 | No |
| M edium | No | C3 | 101.7 | Com | 10.0 | No | 14.3 | 13.0 | No |
| M edium | No | F2 | 1138.3 | Com | 10.0 | No | 13.5 | 14.5 | No |
| Medium | No | F2 | 1245.4 | Com | 10.0 | No | 13.7 | 12.0 | No |
| Medium | No | A9 | 31641.7 | Com | 10.0 | No | 0.6 | 10.5 | No |
| Medium | No | C3 | 19691.1 | Com | 10.0 | No | 15.2 | 22.1 | No |
| Medium | No | C3 | 6566.2 | Com | 10.0 | No | 20.9 | 26.2 | No |
| Medium | No | F4 | 900.9 | Res | 10.0 | No | 15.0 | 13.3 | No |
| Medium | No | B1 | 12635.4 | Res | 10.0 | No | 7.0 | 4.6 | No |
| Medium | No | A6 | 797.2 | Res | 10.0 | No | 24.1 | 5.1 | No |
| Medium | No | B9 | 7835.7 | Res | 10.0 | No | 13.6 | 12.5 | No |
| M edium | No | F2 | 11116.4 | Res | 10.0 | No | 17.7 | 26.6 | No |
| M edium | No | D7 | 176.3 | Com | 9.9 | No | 6.2 | 5.0 | No |
| M edium | No | A10 | 10470.4 | Com | 9.9 | No | 7.7 | 14.5 | No |
| M edium | No | A10 | 6398.5 | Com | 9.9 | No | 9.2 | 5.9 | No |
| Medium | No | D2 | 157.4 | Com | 9.9 | No | 16.4 | 11.0 | No |
| M edium | No | C4 | 5901.3 | Com | 9.9 | No | 5.3 | 5.7 | No |
| Medium | No | C4 | 2679.8 | Com | 9.9 | No | 7.0 | 7.6 | No |
| Medium | No | A2 | 1432.5 | Com | 9.9 | No | 8.0 | 8.1 | No |
| Medium | No | B10 | 6903.8 | Com | 9.9 | No | 16.5 | 16.7 | No |
| M edium | No | B8 | 2800.5 | Com | 9.9 | No | 9.6 | 6.7 | No |
| M edium | No | B4 | 510.2 | Com | 9.9 | No | 25.9 | 25.7 | No |
| M edium | No | A9 | 41816.8 | Com | 9.8 | No | 6.3 | 7.5 | No |
| M edium | No | A9 | 38196.5 | Com | 9.8 | No | 7.1 | 6.5 | No |
| Medium | No | D7 | 319.6 | Com | 9.8 | Yes | 19.7 | 17.4 | No |
| M edium | No | D6 | 2163.5 | Com | 9.8 | No | 17.6 | 13.6 | No |
| Medium | No | A10 | 3833.1 | Com | 9.8 | No | 20.3 | 18.9 | No |
| Medium | No | C5 | 3661.3 | Com | 9.8 | No | 18.7 | 20.7 | No |
| Medium | No | C5 | 3507.7 | Com | 9.8 | No | 15.7 | 18.7 | No |
| Medium | No | C2 | 325.7 | Com | 9.8 | No | 10.0 | 2.3 | No |
| Medium | No | A2 | 1138.6 | Com | 9.8 | No | 20.9 | 15.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A4 | 4702.7 | Com | 9.8 | No | 8.5 | 5.4 | No |
| M edium | No | B5 | 12585.5 | Com | 9.8 | No | 22.7 | 19.7 | No |
| M edium | No | B1 | 8825.2 | Com | 9.8 | No | 13.1 | 9.8 | No |
| Medium | No | A9 | 42093.3 | Com | 9.8 | No | 21.5 | 21.1 | No |
| M edium | No | A9 | 38977.3 | Com | 9.8 | No | 4.8 | 6.8 | No |
| M edium | No | A9 | 38437.9 | Com | 9.8 | No | 6.0 | 7.0 | No |
| M edium | No | A9 | 37503.8 | Com | 9.8 | No | 6.0 | 7.0 | No |
| M edium | No | C3 | 6525.9 | Com | 9.8 | No | 17.6 | 18.4 | No |
| M edium | No | A10 | 8514.8 | Res | 9.8 | No | 4.4 | 9.5 | No |
| M edium | No | C3 | 16182.2 | Com | 9.7 | No | 11.7 | 12.5 | No |
| M edium | No | C3 | 9030.5 | Com | 9.7 | No | 22.2 | 29.2 | No |
| Medium | No | A10 | 8729.4 | Com | 9.7 | No | 12.2 | 11.6 | No |
| Medium | No | A10 | 8234.1 | Com | 9.7 | No | 10.9 | 14.2 | No |
| M edium | No | C5 | 3577.8 | Com | 9.7 | No | 18.3 | 18.7 | No |
| M edium | No | C2 | 4368.7 | Com | 9.7 | No | 22.1 | 17.3 | No |
| Medium | No | D6 | 5512.6 | Com | 9.7 | No | 18.0 | 12.0 | No |
| Medium | No | C9 | 7995.9 | Com | 9.7 | No | 4.8 | 7.9 | No |
| M edium | No | C9 | 7709.0 | Com | 9.7 | No | 7.1 | 12.2 | No |
| M edium | No | B10 | 6191.6 | Res | 9.7 | No | 14.2 | 10.9 | No |
| M edium | No | B5 | 537.7 | Com | 9.6 | No | 0.9 | 2.1 | No |
| Medium | No | E1 | 7115.1 | Com | 9.6 | No | 11.6 | 15.6 | No |
| M edium | No | D8 | 188.5 | Com | 9.6 | No | 19.4 | 17.0 | No |
| M edium | No | C3 | 17903.2 | Com | 9.6 | No | 22.8 | 4.7 | No |
| M edium | No | A10 | 9821.3 | Com | 9.6 | No | 16.0 | 7.6 | No |
| M edium | No | A1 | 4238.0 | Com | 9.6 | No | 13.1 | 4.0 | No |
| M edium | No | B8 | 2964.5 | Com | 9.6 | No | 10.0 | 6.9 | No |
| M edium | No | B9 | 5276.3 | Com | 9.6 | No | 10.1 | 8.1 | No |
| M edium | No | B9 | 5194.1 | Com | 9.6 | No | 7.3 | 10.3 | No |
| Medium | No | E3 | 1040.9 | Com | 9.6 | No | 8.2 | 14.2 | No |
| Medium | No | E1 | 3175.0 | Res | 9.6 | No | 13.9 | 15.6 | No |
| M edium | No | D4 | 4691.5 | Res | 9.6 | No | 10.7 | 12.3 | No |
| M edium | No | B2 | 15690.2 | Res | 9.6 | No | 7.8 | 8.0 | No |
| M edium | No | C4 | 3324.0 | Res | 9.6 | No | 12.2 | 14.6 | No |
| Medium | No | C1 | 7040.1 | Res | 9.6 | No | 11.3 | 22.4 | No |
| M edium | No | A9 | 40921.2 | Com | 9.5 | No | 13.7 | 6.9 | No |
| M edium | No | D7 | 2832.3 | Com | 9.5 | No | 14.1 | 15.7 | No |
| Medium | No | C4 | 3958.9 | Com | 9.5 | No | 19.5 | 16.9 | No |
| M edium | No | A1 | 4350.6 | Com | 9.5 | No | 9.1 | 12.0 | No |
| M edium | No | A2 | 213.2 | Com | 9.5 | No | 20.4 | 18.1 | No |
| M edium | No | A2 | 1101.3 | Com | 9.5 | No | 17.6 | 7.3 | No |
| M edium | No | A4 | 4458.5 | Com | 9.5 | No | 27.1 | 17.3 | No |
| M edium | No | A6 | 5073.1 | Com | 9.5 | No | 13.5 | 9.6 | No |
| M edium | No | B8 | 2500.1 | Com | 9.5 | No | 7.8 | 8.7 | No |
| M edium | No | C3 | 169.9 | Com | 9.5 | No | 10.1 | 7.4 | No |
| M edium | No | B1 | 10121.3 | Com | 9.5 | No | 9.9 | 11.4 | No |
| Medium | No | A9 | 45186.4 | Com | 9.5 | No | 15.8 | 12.4 | No |
| M edium | No | C6 | 1273.8 | Res | 9.5 | No | 7.2 | 19.0 | No |
| M edium | No | A2 | 1306.7 | Res | 9.5 | No | 7.3 | 5.3 | No |
| Medium | No | A9 | 34345.2 | Com | 9.4 | No | 15.8 | 17.0 | No |
| Medium | No | A10 | 8405.3 | Com | 9.4 | No | 11.8 | 3.7 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A10 | 3870.3 | Com | 9.4 | No | 5.3 | 6.3 | No |
| Medium | No | A10 | 5724.2 | Com | 9.4 | No | 7.6 | 10.6 | No |
| M edium | No | C2 | 2246.3 | Com | 9.4 | No | 15.2 | 13.5 | No |
| Medium | No | A1 | 3981.3 | Com | 9.4 | No | 3.9 | 9.0 | No |
| Medium | No | A2 | 572.6 | Com | 9.4 | No | 15.8 | 16.6 | No |
| M edium | No | B5 | 7789.5 | Com | 9.4 | No | 18.4 | 11.2 | No |
| M edium | No | F2 | 1104.0 | Com | 9.4 | No | 14.1 | 13.5 | No |
| Medium | No | D7 | 1496.5 | Com | 9.4 | No | 5.6 | 9.3 | No |
| M edium | No | C3 | 16390.7 | Res | 9.4 | No | 17.0 | 17.4 | No |
| M edium | No | B5 | 314.2 | Com | 9.3 | No | 23.6 | 9.9 | No |
| M edium | No | A9 | 35213.3 | Com | 9.3 | No | 4.7 | 5.3 | No |
| M edium | No | A9 | 34254.9 | Com | 9.3 | No | 13.6 | 13.2 | No |
| Medium | No | A9 | 33822.1 | Com | 9.3 | No | 29.4 | 23.1 | No |
| Medium | No | A9 | 38425.6 | Com | 9.3 | No | 9.8 | 7.0 | No |
| M edium | No | E4 | 5707.0 | Com | 9.3 | No | 11.8 | 22.5 | No |
| Medium | No | A10 | 10607.8 | Com | 9.3 | No | 12.7 | 15.1 | No |
| Medium | No | A10 | 6043.4 | Com | 9.3 | No | 12.5 | 10.2 | No |
| Medium | No | A1 | 4465.6 | Com | 9.3 | No | 20.2 | 21.4 | No |
| Medium | No | A4 | 4454.9 | Com | 9.3 | No | 12.3 | 16.2 | No |
| M edium | No | A6 | 10138.8 | Com | 9.3 | No | 7.7 | 9.7 | No |
| Medium | No | A6 | 10143.2 | Com | 9.3 | No | 9.8 | 4.9 | No |
| M edium | No | B8 | 3422.4 | Com | 9.3 | No | 8.0 | 10.1 | No |
| Medium | No | B8 | 2310.7 | Com | 9.3 | No | 9.9 | 6.6 | No |
| M edium | No | B1 | 8306.1 | Com | 9.3 | No | 5.0 | 8.5 | No |
| M edium | No | A9 | 37284.9 | Res | 9.3 | No | 8.5 | 6.0 | No |
| M edium | No | E1 | 3900.3 | Res | 9.3 | No | 15.4 | 21.1 | No |
| Medium | No | E1 | 4844.8 | Res | 9.3 | No | 18.9 | 20.5 | No |
| Medium | No | D5 | 888.8 | Res | 9.3 | No | 7.9 | 3.7 | No |
| Medium | No | C3 | 26130.7 |  | 9.3 | No | 6.0 | 8.2 | No |
| M edium | No | D8 | 279.9 | Com | 9.2 | No | 13.8 | 3.9 | No |
| M edium | No | C3 | 17250.8 | Com | 9.2 | No | 17.3 | 14.3 | No |
| Medium | No | C3 | 17805.7 | Com | 9.2 | No | 6.4 | 4.7 | No |
| Medium | No | A10 | 10872.8 | Com | 9.2 | No | 8.7 | 7.3 | No |
| Medium | No | A10 | 9040.1 | Com | 9.2 | No | 12.1 | 7.4 | No |
| Medium | No | A10 | 6542.1 | Com | 9.2 | No | 9.6 | 4.6 | No |
| Medium | No | C5 | 3791.0 | Com | 9.2 | No | 10.7 | 8.3 | No |
| M edium | No | C2 | 1164.0 | Com | 9.2 | No | 17.0 | 24.3 | No |
| Medium | No | C2 | 1557.7 | Com | 9.2 | No | 19.8 | 12.1 | No |
| Medium | No | C4 | 5244.1 | Com | 9.2 | No | 20.2 | 14.4 | No |
| Medium | No | A1 | 3791.2 | Com | 9.2 | No | 8.4 | 7.5 | No |
| Medium | No | A2 | 1326.9 | Com | 9.2 | No | 12.1 | 15.2 | No |
| Medium | No | A6 | 10080.5 | Com | 9.2 | No | 8.0 | 7.3 | No |
| M edium | No | B8 | 3452.0 | Com | 9.2 | No | 10.8 | 9.9 | No |
| Medium | No | B8 | 2801.7 | Com | 9.2 | No | 9.2 | 9.2 | No |
| Medium | No | B8 | 724.4 | Com | 9.2 | No | 11.0 | 8.2 | No |
| M edium | No | B9 | 4318.8 | Com | 9.2 | No | 4.7 | 9.0 | No |
| Medium | No | A9 | 35123.9 | Com | 9.2 | No | 17.6 | 16.9 | No |
| Medium | No | A9 | 35908.8 | Com | 9.2 | No | 15.8 | 12.3 | No |
| Medium | No | A9 | 44986.7 | Com | 9.2 | No | 5.1 | 3.7 | No |
| Medium | No | C3 | 21632.7 | Com | 9.2 | No | 10.2 | 24.5 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | C3 | 16414.4 | Com | 9.2 | No | 10.4 | 15.0 | No |
| M edium | No | C9 | 4800.5 | Com | 9.2 | No | 5.8 | 6.8 | No |
| Medium | No | B7 | 1447.8 | Res | 9.2 | No | 12.6 | 16.2 | No |
| M edium | No | B9 | 7816.9 | Res | 9.2 | No | 12.1 | 10.6 | No |
| M edium | No | B5 | 68.5 | Com | 9.1 | No | 13.3 | 23.2 | No |
| M edium | No | A9 | 2034.5 | Com | 9.1 | No | 7.0 | 7.3 | No |
| M edium | No | D8 | 738.2 | Com | 9.1 | Yes | 7.7 | 10.0 | No |
| M edium | No | C3 | 16482.8 | Com | 9.1 | No | 20.8 | 17.8 | No |
| M edium | No | A10 | 9284.5 | Com | 9.1 | No | 8.0 | 7.8 | No |
| M edium | No | A10 | 5649.5 | Com | 9.1 | No | 16.7 | 9.0 | No |
| M edium | No | C4 | 4023.3 | Com | 9.1 | No | 16.5 | 16.2 | No |
| Medium | No | C5 | 1531.0 | Com | 9.1 | No | 18.1 | 20.9 | No |
| M edium | No | A1 | 4277.7 | Com | 9.1 | No | 7.6 | 4.5 | No |
| Medium | No | A6 | 653.6 | Com | 9.1 | No | 20.1 | 1.6 | No |
| Medium | No | B5 | 7564.1 | Com | 9.1 | No | 18.4 | 18.8 | No |
| M edium | No | B5 | 12830.2 | Com | 9.1 | No | 20.7 | 11.4 | No |
| M edium | No | B8 | 1847.3 | Com | 9.1 | No | 9.1 | 7.0 | No |
| M edium | No | B1 | 9166.8 | Com | 9.1 | No | 12.2 | 12.5 | No |
| M edium | No | B5 | 294.4 | Com | 9.1 | No | 17.5 | 14.0 | No |
| M edium | No | B5 | 693.3 | Com | 9.1 | No | 10.0 | 10.7 | No |
| M edium | No | C3 | 20428.1 | Com | 9.1 | No | 10.6 | 14.1 | No |
| M edium | No | C3 | 16250.4 | Com | 9.1 | No | 17.4 | 17.4 | No |
| Medium | No | C3 | 10979.0 | Com | 9.1 | No | 19.9 | 14.4 | No |
| Medium | No | C3 | 7430.7 | Com | 9.1 | No | 12.7 | 11.5 | No |
| M edium | No | A9 | 34850.2 | Com | 9.0 | No | 28.3 | 14.7 | No |
| M edium | No | A10 | 4848.5 | Com | 9.0 | No | 7.8 | 9.9 | No |
| Medium | No | A1 | 3562.8 | Com | 9.0 | No | 5.5 | 5.8 | No |
| Medium | No | B8 | 3539.7 | Com | 9.0 | No | 7.1 | 9.0 | No |
| M edium | No | A10 | 485.2 | Com | 9.0 | No | 4.3 | 5.8 | No |
| M edium | No | B9 | 7709.9 | Com | 9.0 | No | 5.9 | 4.2 | No |
| M edium | No | A9 | 39178.6 | Com | 9.0 | No | 7.1 | 5.9 | No |
| Medium | No | A9 | 44613.9 | Com | 9.0 | No | 12.8 | 5.0 | No |
| M edium | No | C3 | 6640.3 | Com | 9.0 | No | 23.4 | 8.2 | No |
| M edium | No | A10 | 6165.0 | Res | 9.0 | No | 7.6 | 9.2 | No |
| M edium | No | B2 | 14650.7 |  | 9.0 | No | 5.0 | 8.4 | No |
| Medium | No | A9 | 34696.1 | Com | 8.9 | No | 25.2 | 19.3 | No |
| Medium | No | A9 | 34184.7 | Com | 8.9 | No | 19.5 | 17.8 | No |
| M edium | No | C3 | 17840.9 | Com | 8.9 | No | 7.4 | 3.8 | No |
| Medium | No | C3 | 18299.2 | Com | 8.9 | No | 16.4 | 20.8 | No |
| M edium | No | D7 | 1081.1 | Com | 8.9 | No | 14.9 | 12.6 | No |
| Medium | No | C9 | 5751.8 | Com | 8.9 | No | 6.5 | 5.3 | No |
| M edium | No | C2 | 721.6 | Com | 8.9 | No | 23.0 | 23.1 | No |
| M edium | No | C2 | 1100.2 | Com | 8.9 | No | 22.6 | 4.9 | No |
| M edium | No | E6 | 732.7 | Com | 8.9 | No | 14.1 | 15.0 | No |
| M edium | No | A3 | 1941.8 | Com | 8.9 | No | 25.1 | 34.3 | No |
| Medium | No | B5 | 10078.5 | Com | 8.9 | No | 13.5 | 90.0 | No |
| Medium | No | A10 | 355.0 | Com | 8.9 | No | 4.7 | 4.5 | No |
| M edium | No | B6 | 65.5 | Com | 8.9 | No | 8.4 | 21.1 | No |
| Medium | No | B5 | 1010.4 | Com | 8.9 | No | 11.5 | 10.8 | No |
| Medium | No | C3 | 16172.8 | Com | 8.9 | No | 12.6 | 16.7 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C7 | 2974.1 | Res | 8.9 | No | 17.4 | 5.9 | No |
| M edium | No | A9 | 36935.9 | Com | 8.8 | No | 4.5 | 5.8 | No |
| M edium | No | A9 | 37034.7 | Com | 8.8 | No | 8.2 | 4.6 | No |
| Medium | No | E3 | 1426.5 | Com | 8.8 |  | 14.4 | 14.8 | No |
| M edium | No | C3 | 15685.3 | Com | 8.8 | No | 7.3 | 7.4 | No |
| M edium | No | A10 | 10565.5 | Com | 8.8 | No | 15.3 | 12.3 | No |
| M edium | No | A10 | 9607.8 | Com | 8.8 | No | 6.7 | 6.0 | No |
| M edium | No | A10 | 6816.4 | Com | 8.8 | No | 6.7 | 6.4 | No |
| M edium | No | E6 | 634.7 | Com | 8.8 | No | 4.7 | 17.1 | No |
| M edium | No | A2 | 1232.6 | Com | 8.8 | No | 12.7 | 11.1 | No |
| M edium | No | A4 | 4072.1 | Com | 8.8 | No | 6.0 | 8.9 | No |
| Medium | No | B5 | 12514.2 | Com | 8.8 | No | 14.8 | 15.3 | No |
| Medium | No | B8 | 3609.5 | Com | 8.8 | No | 8.7 | 9.3 | No |
| M edium | No | C3 | 7313.5 | Com | 8.8 | No | 13.2 | 8.6 | No |
| M edium | No | A6 | 2961.7 | Res | 8.8 | No | 1.5 | 22.8 | No |
| Medium | No | C3 | 18481.0 | Com | 8.7 | No | 19.6 | 15.8 | No |
| Medium | No | C3 | 14630.3 | Com | 8.7 | No | 15.7 | 17.7 | No |
| M edium | No | D7 | 2055.3 | Com | 8.7 | Yes | 6.5 | 13.8 | No |
| M edium | No | D7 | 672.7 | Com | 8.7 | No | 4.8 | 9.3 | No |
| M edium | No | A10 | 9644.8 | Com | 8.7 | No | 4.4 | 4.8 | No |
| Medium | No | A10 | 4959.1 | Com | 8.7 | No | 7.1 | 9.3 | No |
| M edium | No | E6 | 537.9 | Com | 8.7 | No | 13.3 | 21.8 | No |
| M edium | No | A2 | 1364.1 | Com | 8.7 | No | 7.4 | 6.5 | No |
| M edium | No | B5 | 8741.1 | Com | 8.7 | No | 15.1 | 9.6 | No |
| M edium | No | B5 | 12666.4 | Com | 8.7 | No | 5.8 | 8.3 | No |
| M edium | No | B8 | 2421.2 | Com | 8.7 | No | 8.6 | 8.1 | No |
| M edium | No | B6 | 1854.7 | Com | 8.7 | No | 4.9 | 7.3 | No |
| M edium | No | C9 | 6052.7 | Com | 8.7 | No | 10.6 | 14.7 | No |
| Medium | No | B9 | 7874.4 | Res | 8.7 | No | 13.0 | 13.2 | No |
| Medium | No | A9 | 1772.8 | Res | 8.7 | No | 6.9 | 4.7 | No |
| M edium | No | C3 | 16327.3 |  | 8.7 | No | 20.5 | 15.6 | No |
| M edium | No | C3 | 17759.7 | Com | 8.6 | No | 8.6 | 7.8 | No |
| M edium | No | D7 | 574.5 | Com | 8.6 | No | 25.1 | 28.0 | No |
| Medium | No | A10 | 6444.3 | Com | 8.6 | No | 9.6 | 7.1 | No |
| M edium | No | C5 | 6391.3 | Com | 8.6 | No | 8.2 | 3.8 | No |
| M edium | No | A1 | 3826.8 | Com | 8.6 | No | 9.4 | 6.1 | No |
| Medium | No | A4 | 2096.1 | Com | 8.6 | No | 11.3 | 12.5 | No |
| M edium | No | B5 | 10209.8 | Com | 8.6 | No | 8.5 | 7.1 | No |
| M edium | No | B5 | 10436.1 | Com | 8.6 | No | 12.9 | 6.1 | No |
| M edium | No | C3 | 20058.9 | Com | 8.6 | No | 12.8 | 19.0 | No |
| M edium | No | D7 | 2994.6 | Com | 8.6 | No | 9.3 | 15.0 | No |
| M edium | No | C9 | 5673.1 | Com | 8.6 | No | 14.5 | 12.8 | No |
| M edium | No | E1 | 357.8 | Res | 8.6 | No | 10.6 | 8.9 | No |
| M edium | No | A10 | 5818.0 | Res | 8.6 | No | 6.6 | 10.7 | No |
| M edium | No | E1 | 1626.4 | Res | 8.6 | No | 17.7 | 16.0 | No |
| Medium | No | C5 | 3642.3 | Com | 8.5 | No | 12.2 | 20.7 | No |
| M edium | No | A1 | 4663.1 | Com | 8.5 | No | 16.5 | 17.1 | No |
| M edium | No | A1 | 3913.6 | Com | 8.5 | No | 6.0 | 10.1 | No |
| Medium | No | A2 | 354.3 | Com | 8.5 | No | 24.0 | 24.7 | No |
| Medium | No | A2 | 617.1 | Com | 8.5 | No | 11.8 | 14.1 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | B10 | 985.4 | Com | 8.5 | No | 8.4 | 10.2 | No |
| Medium | No | B10 | 2108.2 | Com | 8.5 | No | 14.4 | 15.7 | No |
| M edium | No | A10 | 428.1 | Com | 8.5 | No | 5.6 | 5.9 | No |
| M edium | No | B9 | 5881.8 | Com | 8.5 | No | 14.4 | 8.5 | No |
| Medium | No | A9 | 34834.5 | Com | 8.5 | No | 13.5 | 17.6 | No |
| M edium | No | C3 | 10743.7 | Com | 8.5 | No | 16.8 | 17.0 | No |
| M edium | No | A10 | 4143.0 | Res | 8.5 | No | 5.7 | 9.9 | No |
| M edium | No | B5 | 201.2 | Com | 8.4 | Yes | 29.0 | 13.8 | No |
| M edium | No | C7 | 3777.9 | Com | 8.4 | No | 12.6 | 15.6 | No |
| M edium | No | A10 | 8564.6 | Com | 8.4 | No | 3.6 | 9.7 | No |
| M edium | No | C6 | 1079.4 | Com | 8.4 | No | 14.6 | 7.4 | No |
| Medium | No | C5 | 7175.9 | Com | 8.4 | No | 7.3 | 5.8 | No |
| M edium | No | A1 | 4158.4 | Com | 8.4 | No | 6.8 | 9.4 | No |
| Medium | No | E6 | 461.2 | Com | 8.4 | No | 15.7 | 15.3 | No |
| M edium | No | B5 | 6288.0 | Com | 8.4 | No | 24.0 | 13.5 | No |
| M edium | No | B10 | 1778.0 | Com | 8.4 | No | 7.0 | 6.4 | No |
| Medium | No | B5 | 64.6 | Com | 8.4 | No | 8.7 | 19.1 | No |
| Medium | No | C3 | 19525.9 | Com | 8.4 | No | 6.9 | 9.3 | No |
| Medium | No | C3 | 17838.6 | Com | 8.4 | No | 10.4 | 18.8 | No |
| M edium | No | A1 | 4915.1 | Res | 8.4 | No | 21.7 | 14.0 | No |
| Medium | No | D6 | 1840.1 | Com | 8.3 | No | 14.6 | 18.8 | No |
| Medium | No | C3 | 4911.2 | Com | 8.3 | No | 2.1 | 6.0 | No |
| M edium | No | C3 | 9046.6 | Com | 8.3 | No | 23.4 | 25.3 | No |
| M edium | No | A10 | 9850.3 | Com | 8.3 | No | 10.5 | 10.7 | No |
| M edium | No | A10 | 10823.8 | Com | 8.3 | No | 16.7 | 13.0 | No |
| Medium | No | C5 | 6641.1 | Com | 8.3 | No | 5.6 | 6.9 | No |
| M edium | No | A1 | 4707.9 | Com | 8.3 | No | 18.6 | 14.1 | No |
| Medium | No | A4 | 1691.0 | Com | 8.3 | No | 14.4 | 11.4 | No |
| Medium | No | A6 | 7494.3 | Com | 8.3 | No | 18.9 | 12.5 | No |
| M edium | No | B5 | 2032.6 | Com | 8.3 | No | 11.1 | 17.1 | No |
| M edium | No | B10 | 2234.0 | Com | 8.3 | No | 12.9 | 14.8 | No |
| M edium | No | B8 | 2375.0 | Com | 8.3 |  | 7.7 | 9.0 | No |
| M edium | No | C6 | 614.6 | Res | 8.3 | No | 12.3 | 15.2 | No |
| Medium | No | B5 | 16123.5 | Res | 8.3 | No | 5.7 | 7.4 | No |
| M edium | No | C3 | 16304.1 | Com | 8.2 | No | 10.5 | 16.9 | No |
| Medium | No | D7 | 1974.1 | Com | 8.2 | No | 15.7 | 12.8 | No |
| Medium | No | D6 | 330.1 | Com | 8.2 | No | 8.2 | 15.2 | No |
| Medium | No | D4 | 2268.9 | Com | 8.2 | No | 6.8 | 7.5 | No |
| M edium | No | C5 | 6826.1 | Com | 8.2 | No | 15.6 | 14.0 | No |
| M edium | No | C4 | 1659.9 | Com | 8.2 | No | 20.1 | 16.6 | No |
| M edium | No | B5 | 12760.5 | Com | 8.2 | No | 19.4 | 29.3 | No |
| Medium | No | B1 | 8739.8 | Com | 8.2 | No | 7.0 | 10.8 | No |
| Medium | No | B6 | 1041.8 | Com | 8.2 | No | 17.5 | 10.2 | No |
| Medium | No | A9 | 34057.4 | Com | 8.2 | No | 5.5 | 5.4 | No |
| Medium | No | C3 | 17619.1 | Com | 8.2 | No | 12.1 | 13.7 | No |
| Medium | No | C3 | 6689.3 | Com | 8.2 | No | 12.8 | 13.5 | No |
| Medium | No | C3 | 16048.1 | Res | 8.2 | No | 22.8 | 23.4 | No |
| M edium | No | D4 | 6428.0 | Com | 8.1 | No | 7.8 | 3.5 | No |
| M edium | No | A10 | 9847.7 | Com | 8.1 | No | 7.9 | 5.5 | No |
| M edium | No | A1 | 1412.5 | Com | 8.1 | No | 15.0 | 15.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A1 | 1367.6 | Com | 8.1 | No | 24.2 | 16.7 | No |
| M edium | No | A4 | 4153.9 | Com | 8.1 | No | 19.4 | 19.7 | No |
| Medium | No | B10 | 764.1 | Com | 8.1 | No | 7.7 | 9.1 | No |
| Medium | No | A10 | 516.1 | Com | 8.1 | No | 9.1 | 13.7 | No |
| M edium | No | A9 | 35185.9 | Com | 8.1 | No | 19.0 | 24.8 | No |
| M edium | No | C3 | 19833.9 | Com | 8.1 | No | 17.4 | 14.1 | No |
| M edium | No | D7 | 1937.4 | Com | 8.1 | No | 18.7 | 13.7 | No |
| M edium | No | E1 | 3622.9 | Res | 8.1 | No | 10.3 | 12.8 | No |
| M edium | No | B10 | 6195.5 | Res | 8.1 | No | 16.8 | 13.1 | No |
| M edium | No | A9 | 51256.6 |  | 8.1 | No | 15.0 | 15.1 | No |
| M edium | No | D6 | 1943.0 | Com | 8.0 | No | 12.7 | 16.3 | No |
| Medium | No | C3 | 9970.6 | Com | 8.0 | Yes | 18.9 | 12.7 | No |
| Medium | No | A10 | 6762.5 | Com | 8.0 | No | 7.9 | 4.3 | No |
| M edium | No | A10 | 5062.0 | Com | 8.0 | No | 12.2 | 16.4 | No |
| M edium | No | A2 | 1090.2 | Com | 8.0 | No | 5.9 | 11.6 | No |
| Medium | No | A4 | 4017.3 | Com | 8.0 | No | 9.9 | 7.5 | No |
| Medium | No | A5 | 1587.5 | Com | 8.0 | Yes | 14.1 | 8.9 | No |
| M edium | No | B10 | 2158.9 | Com | 8.0 | No | 16.2 | 27.3 | No |
| M edium | No | B8 | 3234.9 | Com | 8.0 | No | 10.4 | 8.5 | No |
| M edium | No | B8 | 3218.5 | Com | 8.0 | No | 10.2 | 7.9 | No |
| Medium | No | B4 | 441.7 | Com | 8.0 | No | 25.0 | 24.6 | No |
| M edium | No | A9 | 36062.0 | Com | 8.0 | No | 10.2 | 17.2 | No |
| M edium | No | A9 | 42447.1 | Com | 8.0 | No | 13.1 | 9.2 | No |
| M edium | No | D6 | 5245.4 | Com | 8.0 | No | 15.1 | 15.1 | No |
| M edium | No | A6 | 907.1 | Res | 8.0 | No | 21.3 | 2.3 | No |
| M edium | No | A9 | 35420.2 | Com | 7.9 | No | 19.8 | 19.7 | No |
| M edium | No | D7 | 638.8 | Com | 7.9 | No | 3.2 | 23.4 | No |
| Medium | No | C9 | 7901.6 | Com | 7.9 | No | 21.5 | 15.6 | No |
| Medium | No | A10 | 4517.2 | Com | 7.9 | No | 7.9 | 8.1 | No |
| Medium | No | A1 | 5196.5 | Com | 7.9 | No | 15.7 | 12.7 | No |
| M edium | No | B10 | 2057.4 | Com | 7.9 | No | 21.6 | 22.5 | No |
| M edium | No | B8 | 1065.6 | Com | 7.9 | No | 8.8 | 8.2 | No |
| M edium | No | A9 | 740.4 | Com | 7.9 | No | 9999.0 | 3.8 | No |
| Medium | No | D7 | 1874.7 | Com | 7.9 | No | 18.8 | 20.1 | No |
| M edium | No | C3 | 10852.0 | Com | 7.9 | No | 11.4 | 11.7 | No |
| M edium | No | E1 | 8680.1 | Res | 7.9 | No | 16.6 | 19.3 | No |
| Medium | No | C7 | 2706.5 | Res | 7.9 | No | 14.3 | 10.9 | No |
| M edium | No | C5 | 1767.9 | Res | 7.9 | No | 20.3 | 20.9 | No |
| M edium | No | A6 | 2852.6 | Res | 7.9 | No | 20.8 | 8.5 | No |
| M edium | No | C3 | 16777.9 | Res | 7.9 | No | 5.2 | 5.5 | No |
| M edium | No | A1 | 4668.4 | Com | 7.8 | No | 18.0 | 16.2 | No |
| M edium | No | A4 | 1546.7 | Com | 7.8 | No | 14.3 | 18.9 | No |
| M edium | No | A6 | 7626.4 | Com | 7.8 | No | 7.9 | 6.2 | No |
| M edium | No | B10 | 1839.7 | Com | 7.8 | No | 9.1 | 4.6 | No |
| Medium | No | B10 | 2008.9 | Com | 7.8 | No | 16.2 | 22.6 | No |
| Medium | No | A10 | 564.9 | Com | 7.8 | No | 19.8 | 18.1 | No |
| M edium | No | A9 | 41869.6 | Com | 7.8 | No | 20.5 | 16.9 | No |
| M edium | No | A9 | 1036.4 | Com | 7.7 |  | 4.5 | 9.0 | No |
| Medium | No | A9 | 34774.9 | Com | 7.7 | No | 26.2 | 22.1 | No |
| Medium | No | A9 | 35829.3 | Com | 7.7 | No | 7.6 | 5.5 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | C9 | 1127.9 | Com | 7.7 | No | 12.1 | 8.3 | No |
| Medium | No | C5 | 1858.4 | Com | 7.7 | No | 9.8 | 11.9 | No |
| M edium | No | C5 | 1488.2 | Com | 7.7 | No | 16.2 | 16.1 | No |
| Medium | No | E6 | 225.4 | Com | 7.7 | No | 16.8 | 15.0 | No |
| Medium | No | A6 | 10530.3 | Com | 7.7 | No | 9.3 | 7.8 | No |
| M edium | No | A6 | 550.3 | Com | 7.7 | No | 17.1 | 0.9 | No |
| M edium | No | B5 | 9362.2 | Com | 7.7 | No | 12.0 | 17.6 | No |
| M edium | No | B8 | 2106.5 | Com | 7.7 | No | 8.0 | 6.5 | No |
| M edium | No | A9 | 40867.7 | Com | 7.7 | No | 19.3 | 22.2 | No |
| M edium | No | C3 | 17912.4 | Com | 7.7 | No | 10.0 | 11.0 | No |
| M edium | No | D5 | 1974.7 | Com | 7.7 | No | 13.8 | 14.0 | No |
| Medium | No | B10 | 5422.8 | Res | 7.7 | No | 16.9 | 20.8 | No |
| Medium | No | A9 | 26930.2 | Com | 7.6 | No | 11.9 | 10.9 | No |
| Medium | No | E4 | 250.1 | Com | 7.6 | No | 8.9 | 6.6 | No |
| M edium | No | D6 | 2274.8 | Com | 7.6 | No | 6.8 | 8.8 | No |
| M edium | No | C5 | 6540.7 | Com | 7.6 | No | 4.1 | 7.0 | No |
| Medium | No | A4 | 1357.5 | Com | 7.6 | No | 15.6 | 15.4 | No |
| Medium | No | A4 | 4524.5 | Com | 7.6 | No | 10.7 | 17.8 | No |
| M edium | No | B5 | 6240.4 | Com | 7.6 | No | 23.0 | 16.8 | No |
| M edium | No | C7 | 3301.0 | Res | 7.6 | No | 16.8 | 19.0 | No |
| Medium | No | B5 | 9631.2 | Res | 7.6 | No | 90.0 | 90.0 | No |
| Medium | No | A9 | 26487.1 | Com | 7.5 | No | 9.7 | 10.3 | No |
| M edium | No | E3 | 2589.7 | Com | 7.5 | No | 11.3 | 10.4 | No |
| M edium | No | D7 | 1492.2 | Com | 7.5 | No | 25.0 | 21.1 | No |
| M edium | No | C4 | 2408.1 | Com | 7.5 | No | 13.6 | 17.5 | No |
| Medium | No | C5 | 945.4 | Com | 7.5 | No | 11.6 | 14.1 | No |
| M edium | No | B5 | 20465.4 | Com | 7.5 | No | 3.0 | 4.5 | No |
| Medium | No | A9 | 41024.5 | Com | 7.5 | No | 15.0 | 22.6 | No |
| Medium | No | A4 | 4658.7 | Res | 7.5 | No | 10.7 | 7.7 | No |
| Medium | No | A4 | 4656.3 | Res | 7.5 | No | 10.2 | 7.7 | No |
| M edium | No | A9 | 26890.6 | Com | 7.4 | No | 16.0 | 11.4 | No |
| M edium | No | D6 | 1509.6 | Com | 7.4 | No | 14.5 | 21.9 | No |
| M edium | No | D6 | 2315.2 | Com | 7.4 | No | 19.8 | 24.6 | No |
| Medium | No | C3 | 8222.6 | Com | 7.4 | No | 17.5 | 20.8 | No |
| M edium | No | C2 | 1960.8 | Com | 7.4 | No | 14.5 | 16.3 | No |
| Medium | No | C2 | 1533.4 | Com | 7.4 | No | 18.2 | 16.4 | No |
| Medium | No | A6 | 8170.6 | Com | 7.4 | Yes | 9.3 | 8.0 | No |
| Medium | No | B5 | 20057.3 | Com | 7.4 | No | 5.3 | 2.8 | No |
| M edium | No | B8 | 2868.0 | Com | 7.4 | No | 6.6 | 8.6 | No |
| M edium | No | B8 | 658.6 | Com | 7.4 | No | 10.3 | 8.3 | No |
| M edium | No | B9 | 4388.4 | Com | 7.4 | No | 5.8 | 11.5 | No |
| Medium | No | A9 | 609.5 | Com | 7.4 | No | 16.9 | 6.2 | No |
| Medium | No | A9 | 42032.0 | Com | 7.4 | No | 16.4 | 18.8 | No |
| Medium | No | A9 | 41964.0 | Com | 7.4 | No | 16.3 | 16.3 | No |
| Medium | No | E1 | 7758.2 | Com | 7.4 | No | 14.4 | 5.8 | No |
| Medium | No | E1 | 256.0 | Res | 7.4 | No | 11.6 | 12.7 | No |
| Medium | No | D7 | 1343.0 | Com | 7.3 | No | 27.3 | 20.8 | No |
| M edium | No | D7 | 399.8 | Com | 7.3 | No | 20.0 | 17.8 | No |
| M edium | No | C3 | 10566.8 | Com | 7.3 | No | 5.4 | 3.1 | No |
| M edium | No | A10 | 10262.5 | Com | 7.3 | No | 5.2 | 9.2 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | B5 | 1850.6 | Com | 7.3 | Yes | 16.9 | 25.6 | No |
| M edium | No | B5 | 4257.3 | Com | 7.3 | No | 24.5 | 18.6 | No |
| M edium | No | C9 | 623.0 | Com | 7.3 | No | 4.6 | 5.3 | No |
| Medium | No | C3 | 6959.3 | Com | 7.3 | No | 15.1 | 13.2 | No |
| M edium | No | C9 | 1111.8 | Res | 7.3 | No | 4.6 | 9.8 | No |
| M edium | No | D6 | 1190.7 | Com | 7.2 | No | 12.9 | 13.4 | No |
| M edium | No | B5 | 16050.3 | Com | 7.2 | No | 13.7 | 11.5 | No |
| Medium | No | D6 | 2307.4 | Res | 7.2 | No | 15.4 | 41.4 | No |
| Medium | No | E4 | 1375.8 | Com | 7.1 | No | 19.7 | 12.5 | No |
| M edium | No | E3 | 1619.8 | Com | 7.1 | No | 21.6 | 12.1 | No |
| M edium | No | D7 | 1973.7 | Com | 7.1 | No | 10.4 | 12.6 | No |
| M edium | No | D6 | 1867.2 | Com | 7.1 | No | 17.1 | 10.5 | No |
| M edium | No | D6 | 1590.8 | Com | 7.1 | No | 21.9 | 16.0 | No |
| Medium | No | C3 | 7936.9 | Com | 7.1 | No | 12.7 | 16.2 | No |
| Medium | No | E6 | 398.9 | Com | 7.1 | No | 29.0 | 25.4 | No |
| Medium | No | E6 | 172.6 | Com | 7.1 | No | 10.1 | 5.2 | No |
| Medium | No | A5 | 2622.2 | Com | 7.1 | No | 7.0 | 8.3 | No |
| M edium | No | B9 | 8093.1 | Com | 7.1 | No | 9.9 | 6.6 | No |
| M edium | No | A9 | 44570.2 | Com | 7.1 | No | 5.3 | 8.6 | No |
| M edium | No | D6 | 2388.4 | Res | 7.1 | No | 4.7 | 8.8 | No |
| M edium | No | D1 | 2315.7 | Res | 7.1 | No | 11.7 | 6.2 | No |
| M edium | No | A9 | 26768.4 | Com | 7.0 | No | 9.8 | 12.3 | No |
| Medium | No | A9 | 33522.7 | Com | 7.0 | No | 13.8 | 18.4 | No |
| Medium | No | A9 | 33478.5 | Com | 7.0 | No | 7.7 | 9.9 | No |
| Medium | No | D6 | 1655.9 | Com | 7.0 | No | 11.7 | 16.5 | No |
| Medium | No | A10 | 6626.9 | Com | 7.0 | No | 8.8 | 2.9 | No |
| M edium | No | A5 | 2135.9 | Com | 7.0 | No | 6.3 | 8.7 | No |
| M edium | No | B5 | 20346.2 | Com | 7.0 | No | 3.5 | 6.0 | No |
| M edium | No | B5 | 10360.9 | Com | 7.0 | No | 5.0 | 6.3 | No |
| M edium | No | B8 | 1036.9 | Com | 7.0 | No | 8.9 | 6.8 | No |
| M edium | No | B9 | 6521.9 | Com | 7.0 | No | 8.5 | 6.8 | No |
| Medium | No | D7 | 703.5 | Com | 7.0 | No | 13.7 | 7.9 | No |
| Medium | No | A9 | 26708.3 | Com | 6.9 | No | 14.4 | 12.6 | No |
| Medium | No | D6 | 1007.1 | Com | 6.9 | No | 7.5 | 5.4 | No |
| M edium | No | C2 | 1594.4 | Com | 6.9 | No | 7.4 | 24.8 | No |
| M edium | No | A1 | 3097.4 | Com | 6.9 | No | 9.9 | 10.2 | No |
| Medium | No | A1 | 4710.2 | Com | 6.9 | No | 12.4 | 19.6 | No |
| M edium | No | B5 | 5318.0 | Com | 6.9 | No | 6.3 | 9.9 | No |
| Medium | No | B8 | 1111.2 | Com | 6.9 | No | 13.2 | 6.0 | No |
| Medium | No | C5 | 1121.6 | Res | 6.9 | No | 19.0 | 22.2 | No |
| Medium | No | B8 | 2038.7 | Res | 6.9 | No | 6.6 | 8.2 | No |
| Medium | No | D6 | 2215.0 | Com | 6.8 | No | 23.5 | 12.2 | No |
| M edium | No | C3 | 9489.8 | Com | 6.8 | No | 15.7 | 15.0 | No |
| M edium | No | C3 | 470.4 | Com | 6.8 | No | 11.0 | 14.7 | No |
| M edium | No | A10 | 3099.8 | Com | 6.8 | No | 9.2 | 0.5 | No |
| Medium | No | A1 | 1475.1 | Com | 6.8 | No | 6.8 | 8.3 | No |
| Medium | No | A4 | 2033.0 | Com | 6.8 | No | 1.2 | 7.9 | No |
| Medium | No | A6 | 8189.0 | Com | 6.8 | Yes | 8.5 | 7.9 | No |
| Medium | No | B8 | 8746.7 | Com | 6.8 | Yes | 7.8 | 7.3 | No |
| Medium | No | B1 | 8019.4 | Com | 6.8 | No | 7.2 | 5.5 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | A9 | 44389.1 | Com | 6.8 | No | 16.0 | 8.5 | No |
| Medium | No | D7 | 1425.4 | Com | 6.8 | No | 16.4 | 15.5 | No |
| M edium | No | B8 | 2112.0 | Com | 6.7 | No | 7.8 | 6.6 | No |
| Medium | No | D9 | 350.7 | Com | 6.7 | No | 13.5 | 14.2 | No |
| Medium | No | A6 | 2157.7 | Res | 6.7 | No | 16.6 | 7.0 | No |
| M edium | No | C1 | 3018.0 | Res | 6.7 | No | 12.4 | 13.9 | No |
| M edium | No | D6 | 2440.1 | Com | 6.6 | No | 6.8 | 18.6 | No |
| Medium | No | D1 | 1169.1 | Com | 6.6 | No | 6.6 | 6.6 | No |
| M edium | No | B5 | 13322.2 | Com | 6.6 | Yes | 11.1 | 9.6 | No |
| M edium | No | B7 | 1144.2 | Com | 6.6 | No | 13.0 | 12.8 | No |
| M edium | No | B6 | 732.1 | Com | 6.6 | No | 21.7 | 11.3 | No |
| M edium | No | B5 | 1097.5 | Com | 6.5 | No | 7.6 | 13.6 | No |
| Medium | No | D4 | 5338.1 | Com | 6.5 | No | 6.9 | 5.9 | No |
| Medium | No | C9 | 852.1 | Com | 6.5 | Yes | 0.0 | 0.0 | No |
| M edium | No | B1 | 12401.6 | Com | 6.5 | No | 6.3 | 7.7 | No |
| Medium | No | A5 | 2028.3 | Com | 6.5 | No | 11.6 | 9.5 | No |
| Medium | No | B5 | 3346.9 | Com | 6.5 | Yes | 6.4 | 11.6 | No |
| Medium | No | B5 | 4093.7 | Com | 6.5 | No | 25.2 | 25.5 | No |
| M edium | No | B5 | 4119.2 | Com | 6.5 | No | 15.4 | 12.6 | No |
| M edium | No | B5 | 9804.0 | Com | 6.5 | No | 11.0 | 6.7 | No |
| Medium | No | B8 | 1623.0 | Com | 6.5 | No | 7.5 | 9.1 | No |
| M edium | No | B7 | 3313.4 | Com | 6.5 | No | 15.7 | 5.3 | No |
| Medium | No | D5 | 1318.5 | Com | 6.5 | No | 14.9 | 15.6 | No |
| M edium | No | A5 | 821.9 | Com | 6.4 | Yes | 5.6 | 7.9 | No |
| M edium | No | B5 | 3878.2 | Com | 6.4 | No | 17.4 | 22.3 | No |
| M edium | No | C3 | 17992.5 | Com | 6.4 | No | 15.8 | 17.7 | No |
| Medium | No | C9 | 1186.7 | Com | 6.4 | No | 11.3 | 8.2 | No |
| Medium | No | E1 | 8950.5 | Res | 6.4 | No | 24.3 | 22.3 | No |
| Medium | No | D1 | 2316.2 | Res | 6.4 | Yes | 0.0 | 0.0 | No |
| M edium | No | A9 | 31711.8 | Res | 6.4 | No | 3.0 | 11.2 | No |
| M edium | No | B5 | 1159.8 | Com | 6.3 | No | 8.6 | 12.5 | No |
| Medium | No | A9 | 40557.6 | Com | 6.3 | No | 19.8 | 24.4 | No |
| Medium | No | C5 | 1021.9 | Com | 6.3 | No | 27.8 | 16.7 | No |
| Medium | No | A6 | 10558.8 | Com | 6.3 | No | 9.7 | 16.4 | No |
| Medium | No | B8 | 1197.3 | Com | 6.3 | No | 9.2 | 5.6 | No |
| Medium | No | C7 | 2823.5 | Res | 6.3 | No | 11.8 | 11.6 | No |
| M edium | No | A9 | 40204.4 |  | 6.3 | No | 9.5 | 10.4 | No |
| Medium | No | A9 | 40635.5 | Com | 6.2 | No | 23.7 | 20.3 | No |
| Medium | No | B8 | 3295.2 | Com | 6.2 | No | 6.7 | 6.8 | No |
| Medium | No | A9 | 25982.9 |  | 6.2 | No | 13.1 | 14.0 | No |
| Medium | No | A9 | 51363.6 | Com | 6.1 | No | 14.9 | 14.5 | No |
| Medium | No | B5 | 13598.2 | Com | 6.1 | No | 14.9 | 17.7 | No |
| M edium | No | D7 | 2005.1 | Com | 6.1 | No | 19.5 | 17.8 | No |
| Medium | No | C9 | 5189.6 | Com | 6.0 | No | 24.4 | 12.9 | No |
| Medium | No | C2 | 1820.9 | Com | 6.0 | No | 24.7 | 25.6 | No |
| M edium | No | B5 | 1760.7 | Com | 6.0 | No | 17.2 | 17.0 | No |
| Medium | No | B8 | 365.1 | Com | 6.0 | No | 15.0 | 15.8 | No |
| Medium | No | B8 | 601.6 | Com | 6.0 | No | 10.5 | 6.6 | No |
| Medium | No | B6 | 627.5 | Com | 6.0 | No | 4.8 | 7.9 | No |
| Medium | No | B5 | 1130.7 | Com | 6.0 | No | 6.4 | 12.3 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | B10 | 7229.8 | Res | 6.0 | No | 17.4 | 18.7 | No |
| Medium | No | D1 | 825.1 |  | 6.0 | Yes | 0.0 | 0.0 | No |
| M edium | No | D6 | 1756.1 | Com | 5.9 | No | 10.0 | 10.8 | No |
| M edium | No | A10 | 10127.3 | Com | 5.9 | No | 6.8 | 8.4 | No |
| Medium | No | A5 | 2206.8 | Com | 5.9 | No | 12.6 | 10.2 | No |
| M edium | No | B10 | 2288.8 | Com | 5.9 | No | 27.5 | 21.0 | No |
| M edium | No | A9 | 26737.6 | Com | 5.9 | No | 7.5 | 11.8 | No |
| M edium | No | A9 | 35479.6 | Com | 5.9 | No | 7.0 | 5.0 | No |
| M edium | No | C3 | 17445.2 | Com | 5.9 | No | 10.9 | 15.3 | No |
| M edium | No | A9 | 26335.5 | Com | 5.8 | No | 6.5 | 14.9 | No |
| M edium | No | D6 | 2154.3 | Com | 5.8 | No | 12.1 | 11.1 | No |
| Medium | No | D2 | 471.5 | Com | 5.8 | No | 7.1 | 3.9 | No |
| Medium | No | B8 | 1571.3 | Com | 5.8 | No | 5.8 | 6.6 | No |
| Medium | No | A9 | 25398.3 | Com | 5.8 | No | 7.7 | 15.3 | No |
| M edium | No | E1 | 1394.1 | Res | 5.8 | No | 15.2 | 13.2 | No |
| M edium | No | F2 | 13290.3 | Com | 5.7 | No | 8.6 | 6.0 | No |
| Medium | No | A9 | 40345.8 | Com | 5.7 | No | 8.2 | 24.7 | No |
| Medium | No | D7 | 1656.6 | Com | 5.7 | No | 11.5 | 11.9 | No |
| M edium | No | A9 | 42637.1 | Com | 5.7 | No | 12.1 | 13.0 | No |
| M edium | No | D1 | 2790.4 | Res | 5.7 | Yes | 0.0 | 0.0 | No |
| Medium | No | C3 | 19531.3 | Com | 5.6 | No | 19.0 | 13.3 | No |
| Medium | No | D6 | 2081.2 | Com | 5.6 | No | 26.4 | 9.8 | No |
| M edium | No | D1 | 189.9 | Com | 5.6 | No | 4.9 | 23.5 | No |
| M edium | No | C4 | 713.5 | Com | 5.6 | No | 19.2 | 17.1 | No |
| M edium | No | A1 | 4513.8 | Com | 5.6 | No | 14.6 | 14.4 | No |
| Medium | No | A5 | 1994.1 | Com | 5.6 | No | 12.5 | 11.1 | No |
| M edium | No | F1 | 2299.2 | Res | 5.6 | No | 2.4 | 17.8 | No |
| Medium | No | A1 | 5609.4 | Res | 5.6 | No | 19.0 | 24.9 | No |
| Medium | No | A9 | 40754.8 | Com | 5.5 | Yes | 0.0 | 0.0 | No |
| Medium | No | A3 | 2071.5 | Com | 5.5 | Yes | 16.7 | 11.5 | No |
| Medium | No | E1 | 6313.6 | Res | 5.5 | No | 4.9 | 6.2 | No |
| M edium | No | D6 | 6831.2 |  | 5.5 | No | 12.7 | 7.4 | No |
| M edium | No | A5 | 687.3 | Com | 5.4 | No | 11.4 | 11.5 | No |
| Medium | No | B5 | 9603.4 | Com | 5.4 | No | 7.6 | 9.0 | No |
| M edium | No | A9 | 42425.9 | Com | 5.4 | No | 7.7 | 13.5 | No |
| Medium | No | A9 | 44285.1 | Com | 5.4 | No | 10.8 | 9.0 | No |
| Medium | No | D6 | 6790.5 |  | 5.4 | No | 10.5 | 8.8 | No |
| Medium | No | B5 | 1058.4 | Com | 5.3 |  | 5.8 | 2.5 | No |
| M edium | No | D1 | 171.3 | Com | 5.3 |  | 0.0 | 0.0 | No |
| M edium | No | A1 | 3296.4 | Com | 5.3 | No | 12.9 | 18.8 | No |
| M edium | No | B5 | 5069.2 | Com | 5.3 | No | 19.4 | 9.0 | No |
| M edium | No | A9 | 41471.7 | Com | 5.3 | No | 11.9 | 9.7 | No |
| M edium | No | A3 | 1936.7 | Res | 5.3 | Yes | 10.2 | 12.6 | No |
| M edium | No | A9 | 41740.3 | Com | 5.2 | No | 10.2 | 11.4 | No |
| Medium | No | A9 | 41675.5 | Com | 5.2 | No | 8.5 | 8.9 | No |
| Medium | No | A9 | 46519.7 | Com | 5.2 | No | 10.5 | 10.2 | No |
| Medium | No | D4 | 6126.1 | Com | 5.2 | No | 6.5 | 5.0 | No |
| M edium | No | C9 | 7714.9 | Com | 5.2 | No | 17.3 | 17.7 | No |
| M edium | No | A10 | 8909.6 | Com | 5.2 | No | 10.1 | 10.5 | No |
| M edium | No | A5 | 2063.8 | Com | 5.2 | Yes | 7.0 | 7.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | B5 | 10083.7 | Com | 5.2 | No | 6.6 | 6.8 | No |
| M edium | No | C9 | 320.1 | Com | 5.1 | Yes | 0.0 | 0.0 | No |
| Medium | No | A4 | 1758.2 | Com | 5.1 | No | 14.8 | 17.2 | No |
| M edium | No | B10 | 5314.9 | Com | 5.1 | No | 6.5 | 4.8 | No |
| M edium | No | A9 | 45218.2 | Com | 5.1 | No | 9.0 | 14.2 | No |
| M edium | No | E4 | 328.1 | Com | 5.1 | No | 4.3 | 8.7 | No |
| M edium | No | B10 | 4893.7 | Res | 5.1 | No | 15.9 | 13.4 | No |
| M edium | No | A9 | 36092.3 | Com | 4.9 |  | 10.5 | 14.2 | No |
| M edium | No | D6 | 2192.3 | Com | 4.9 | No | 15.5 | 12.6 | No |
| M edium | No | A9 | 27302.6 | Com | 4.9 | No | 17.4 | 18.0 | No |
| M edium | No | D6 | 5447.7 | Com | 4.9 | No | 8.8 | 10.3 | No |
| Medium | No | A9 | 26303.5 | Com | 4.8 | No | 14.1 | 11.9 | No |
| M edium | No | A9 | 41601.1 | Com | 4.8 | No | 16.6 | 14.1 | No |
| Medium | No | C3 | 18803.2 | Com | 4.8 | No | 19.9 | 22.2 | No |
| Medium | No | A10 | 6514.2 | Com | 4.8 | No | 10.7 | 4.2 | No |
| Medium | No | A6 | 7148.1 | Com | 4.8 | No | 8.7 | 11.2 | No |
| M edium | No | B6 | 690.2 | Com | 4.8 | No | 18.8 | 12.9 | No |
| M edium | No | D7 | 1353.6 | Com | 4.7 | No | 22.3 | 15.5 | No |
| M edium | No | A9 | 27391.9 | Com | 4.7 | No | 14.7 | 13.4 | No |
| M edium | No | D1 | 819.1 | Res | 4.7 |  | 0.0 | 0.0 | No |
| M edium | No | B7 | 3538.7 | Res | 4.7 | No | 14.8 | 17.7 | No |
| M edium | No | A9 | 36122.2 | Com | 4.6 | No | 14.1 | 12.1 | No |
| Medium | No | A10 | 8135.1 | Com | 4.6 | No | 6.4 | 7.8 | No |
| Medium | No | C5 | 6676.0 | Com | 4.6 | No | 7.3 | 3.8 | No |
| M edium | No | A5 | 1588.2 | Com | 4.6 | Yes | 10.8 | 9.7 | No |
| M edium | No | B5 | 2272.8 | Com | 4.6 | Yes | 27.9 | 26.4 | No |
| Medium | No | B5 | 2796.1 | Com | 4.6 | Yes | 8.7 | 11.2 | No |
| Medium | No | A9 | 43872.5 | Com | 4.6 | No | 14.8 | 20.5 | No |
| M edium | No | C3 | 26821.8 | Com | 4.6 | No | 7.9 | 8.9 | No |
| M edium | No | A10 | 8856.6 | Com | 4.5 |  | 2.3 | 10.6 | No |
| M edium | No | C4 | 1462.6 | Com | 4.5 | No | 18.9 | 10.9 | No |
| M edium | No | A5 | 892.3 | Com | 4.5 | Yes | 5.2 | 7.1 | No |
| M edium | No | A9 | 34225.9 | Com | 4.5 | No | 11.6 | 11.8 | No |
| M edium | No | F2 | 13555.5 | Com | 4.4 | No | 7.8 | 6.2 | No |
| M edium | No | F2 | 13685.3 | Com | 4.4 | No | 8.3 | 4.2 | No |
| Medium | No | A9 | 41990.7 | Com | 4.4 | Yes | 17.6 | 15.1 | No |
| Medium | No | A10 | 10468.9 | Com | 4.4 | No | 22.2 | 23.4 | No |
| M edium | No | A3 | 2774.1 | Com | 4.4 | Yes | 8.2 | 3.0 | No |
| Medium | No | A5 | 2648.1 | Com | 4.4 | Yes | 4.9 | 7.7 | No |
| M edium | No | A9 | 45296.9 | Com | 4.4 | No | 9.2 | 4.0 | No |
| Medium | No | A3 | 2136.2 | Res | 4.4 | Yes | 16.6 | 15.6 | No |
| M edium | No | A9 | 35624.5 | Com | 4.3 | No | 21.4 | 24.3 | No |
| M edium | No | A4 | 2154.3 | Com | 4.3 | No | 14.2 | 9.2 | No |
| M edium | No | B5 | 10379.6 | Com | 4.3 | No | 4.4 | 8.7 | No |
| M edium | No | A9 | 41549.9 | Com | 4.3 | No | 3.3 | 10.5 | No |
| Medium | No | E1 | 4587.8 | Res | 4.3 | No | 7.1 | 6.0 | No |
| Medium | No | A9 | 26609.5 | Com | 4.2 | No | 16.5 | 10.3 | No |
| M edium | No | A9 | 36148.5 | Com | 4.2 | No | 11.6 | 12.0 | No |
| Medium | No | C3 | 10470.5 | Com | 4.2 | No | 3.5 | 4.4 | No |
| Medium | No | A4 | 1780.4 | Com | 4.2 | No | 17.1 | 19.2 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | B8 | 6171.6 | Com | 4.2 | No | 17.1 | 13.7 | No |
| Medium | No | B10 | 5376.2 | Com | 4.2 | No | 7.3 | 8.5 | No |
| M edium | No | B6 | 1422.9 | Com | 4.2 | No | 9.6 | 11.9 | No |
| Medium | No | B9 | 7758.1 | Com | 4.2 | No | 9.6 | 5.9 | No |
| Medium | No | A3 | 3379.5 | Res | 4.2 | Yes | 10.3 | 9.3 | No |
| M edium | No | A9 | 27345.3 | Com | 4.1 | No | 16.2 | 18.0 | No |
| M edium | No | B5 | 2766.9 | Com | 4.1 | Yes | 9.0 | 10.9 | No |
| Medium | No | B5 | 6172.2 | Com | 4.1 | No | 8.3 | 13.3 | No |
| M edium | No | B5 | 4678.5 | Com | 4.1 | No | 36.0 | 50.3 | No |
| M edium | No | E9 | 1742.7 | Com | 4.1 | No | 0.5 | 14.3 | No |
| M edium | No | A9 | 34306.8 | Com | 4.1 | No | 12.5 | 15.2 | No |
| M edium | No | C3 | 21956.1 | Com | 4.1 | No | 16.7 | 29.6 | No |
| Medium | No | C9 | 779.2 | Com | 4.0 | Yes | 0.0 | 0.0 | No |
| Medium | No | B9 | 8154.7 | Com | 4.0 | No | 6.9 | 6.5 | No |
| M edium | No | C5 | 1184.7 | Res | 4.0 | No | 17.2 | 22.0 | No |
| Medium | No | E1 | 4200.6 | Res | 4.0 | No | 7.3 | 5.9 | No |
| Medium | No | B8 | 226.1 | Com | 3.9 | No | 23.1 | 18.5 | No |
| Medium | No | B8 | 242.4 | Com | 3.9 | No | 13.1 | 15.6 | No |
| M edium | No | A9 | 35679.1 | Com | 3.9 | No | 6.5 | 4.9 | No |
| M edium | No | A9 | 42787.0 | Com | 3.9 | No | 11.8 | 8.2 | No |
| Medium | No | D9 | 158.0 | Com | 3.9 | No | 11.5 | 11.9 | No |
| M edium | No | C9 | 461.8 | Com | 3.9 | Yes | 6.7 | 16.0 | No |
| Medium | No | D4 | 1905.1 | Res | 3.9 | No | 5.5 | 7.0 | No |
| M edium | No | C7 | 888.2 | Res | 3.8 | Yes | 0.0 | 0.0 | No |
| M edium | No | C3 | 15102.6 | Com | 3.7 | No | 6.0 | 3.4 | No |
| M edium | No | C2 | 470.4 | Com | 3.7 | No | 7.1 | 14.2 | No |
| Medium | No | D1 | 5062.0 | Res | 3.7 | Yes | 0.0 | 0.0 | No |
| Medium | No | A9 | 41915.9 | Com | 3.6 | No | 19.2 | 21.4 | No |
| Medium | No | C5 | 2942.4 | Com | 3.6 |  | 23.2 | 21.6 | No |
| Medium | No | A5 | 2288.7 | Com | 3.6 | Yes | 8.5 | 6.4 | No |
| M edium | No | C7 | 787.9 | Res | 3.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 3369.2 | Res | 3.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | D1 | 2840.7 | Res | 3.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | E1 | 4435.0 | Res | 3.6 | No | 6.8 | 4.1 | No |
| Medium | No | C9 | 7471.5 | Com | 3.5 | No | 22.8 | 18.2 | No |
| Medium | No | A10 | 6860.4 | Com | 3.5 | No | 9.1 | 5.6 | No |
| M edium | No | A4 | 2730.2 | Com | 3.5 | Yes | 10.3 | 9.0 | No |
| Medium | No | A5 | 2744.9 | Com | 3.5 | Yes | 9.2 | 14.8 | No |
| Medium | No | A9 | 35342.9 | Com | 3.5 | No | 5.2 | 6.1 | No |
| Medium | No | C3 | 17185.1 | Com | 3.5 | No | 15.3 | 18.0 | No |
| Medium | No | B5 | 433.0 | Com | 3.4 | No | 0.0 | 0.0 | No |
| Medium | No | F2 | 12941.9 | Com | 3.4 | No | 8.6 | 2.6 | No |
| M edium | No | B5 | 13066.3 | Com | 3.4 | No | 17.2 | 18.2 | No |
| Medium | No | D1 | 2366.4 | Res | 3.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | C1 | 2949.6 | Res | 3.4 | Yes | 8.9 | 20.2 | No |
| M edium | No | A10 | 10328.1 | Com | 3.3 | No | 7.2 | 7.0 | No |
| Medium | No | C1 | 7793.3 | Com | 3.3 | No | 8.6 | 18.1 | No |
| Medium | No | C3 | 17300.6 | Com | 3.3 | No | 4.8 | 11.7 | No |
| Medium | No | A3 | 2161.2 | Res | 3.3 | Yes | 999.0 | 999.0 | No |
| Medium | No | B7 | 3227.5 | Res | 3.3 | No | 27.4 | 13.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C9 | 7679.0 | Com | 3.2 | No | 24.4 | 18.8 | No |
| Medium | No | C9 | 899.3 | Com | 3.2 | Yes | 0.0 | 0.0 | No |
| M edium | No | A10 | 4180.8 | Com | 3.2 | No | 8.4 | 11.1 | No |
| Medium | No | A3 | 3292.9 | Com | 3.2 | Yes | 11.8 | 7.9 | No |
| Medium | No | A5 | 1319.9 | Com | 3.2 | Yes | 9.6 | 11.3 | No |
| M edium | No | E1 | 6627.8 | Res | 3.2 | No | 3.5 | 3.2 | No |
| M edium | No | A9 | 40452.8 | Com | 3.1 | No | 21.7 | 18.4 | No |
| Medium | No | C3 | 9096.7 | Com | 3.1 | No | 4.9 | 5.2 | No |
| M edium | No | A1 | 1552.2 | Com | 3.1 | No | 10.2 | 12.4 | No |
| M edium | No | A5 | 2481.7 | Com | 3.1 | Yes | 14.1 | 12.4 | No |
| M edium | No | B7 | 3425.1 | Com | 3.1 | No | 23.4 | 20.3 | No |
| Medium | No | D7 | 2661.0 | Com | 3.0 | No | 8.8 | 7.6 | No |
| Medium | No | E6 | 626.6 | Com | 3.0 | Yes | 10.6 | 19.9 | No |
| Medium | No | B5 | 9260.3 | Com | 3.0 | No | 3.7 | 29.0 | No |
| M edium | No | B9 | 6776.5 | Com | 3.0 | No | 5.2 | 11.3 | No |
| Medium | No | F1 | 825.8 | Com | 3.0 | No | 3.6 | 5.0 | No |
| Medium | No | C9 | 890.3 | Com | 3.0 | Yes | 16.3 | 11.8 | No |
| Medium | No | C9 | 448.6 | Com | 3.0 | Yes | 18.4 | 9.1 | No |
| M edium | No | C8 | 1535.1 | Res | 3.0 | Yes | 0.0 | 0.0 | No |
| M edium | No | B5 | 690.0 | Com | 2.9 | Yes | 6.1 | 3.1 | No |
| Medium | No | F2 | 12937.7 | Com | 2.9 | No | 17.7 | 16.9 | No |
| M edium | No | C7 | 952.4 | Com | 2.9 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 1184.3 | Com | 2.9 | Yes | 0.0 | 0.0 | No |
| M edium | No | A6 | 10503.1 | Com | 2.9 | Yes | 27.0 | 18.3 | No |
| M edium | No | A5 | 2013.1 | Com | 2.9 | Yes | 11.7 | 7.7 | No |
| M edium | No | B9 | 8102.5 | Com | 2.9 | No | 18.6 | 12.5 | No |
| Medium | No | B10 | 5419.9 | Res | 2.9 | No | 5.2 | 11.5 | No |
| Medium | No | C3 | 17368.7 | Com | 2.8 | No | 17.0 | 12.2 | No |
| Medium | No | C5 | 2980.2 | Com | 2.8 | No | 15.0 | 18.0 | No |
| M edium | No | C2 | 1911.8 | Com | 2.8 | No | 16.7 | 11.4 | No |
| M edium | No | C2 | 1872.3 | Com | 2.8 | No | 25.3 | 28.8 | No |
| Medium | No | A3 | 2620.7 | Com | 2.8 | Yes | 7.6 | 14.1 | No |
| Medium | No | A3 | 3518.0 | Com | 2.8 | Yes | 6.5 | 6.5 | No |
| Medium | No | D1 | 2495.9 | Res | 2.8 | Yes | 0.0 | 0.0 | No |
| Medium | No | B10 | 6120.7 | Res | 2.8 | No | 9.3 | 8.4 | No |
| Medium | No | A9 | 41440.8 | Com | 2.7 | No | 23.4 | 12.5 | No |
| M edium | No | C3 | 18585.0 | Com | 2.7 | No | 23.5 | 18.5 | No |
| M edium | No | A3 | 3199.5 | Com | 2.7 | Yes | 7.1 | 8.9 | No |
| Medium | No | B5 | 3543.5 | Com | 2.7 | Yes | 0.5 | 9.5 | No |
| Medium | No | C9 | 1413.2 | Com | 2.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 387.1 | Com | 2.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | B5 | 3761.1 | Com | 2.6 | Yes | 22.4 | 20.3 | No |
| M edium | No | A9 | 44366.2 | Com | 2.6 | No | 13.8 | 13.6 | No |
| Medium | No | C7 | 775.6 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 752.7 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| Medium | No | C9 | 521.6 | Res | 2.6 | Yes | 10.2 | 9999.0 | No |
| Medium | No | A3 | 1343.2 | Com | 2.5 | Yes | 9.6 | 11.4 | No |
| Medium | No | A3 | 1260.7 | Com | 2.5 | Yes | 13.6 | 9.3 | No |
| Medium | No | A5 | 1129.2 | Com | 2.5 | Yes | 13.5 | 6.2 | No |
| Medium | No | B5 | 1545.4 | Com | 2.5 | Yes | 20.7 | 27.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | B5 | 3817.5 | Com | 2.5 | Yes | 22.1 | 14.6 | No |
| M edium | No | C7 | 249.5 | Res | 2.5 | Yes | 0.0 | 0.0 | No |
| M edium | No | D1 | 2427.2 | Res | 2.5 | Yes | 0.0 | 0.0 | No |
| M edium | No | D1 | 537.1 | Res | 2.5 | Yes | 0.0 | 0.0 | No |
| M edium | No | A9 | 40277.5 | Com | 2.4 | Yes | 16.7 | 16.2 | No |
| M edium | No | C9 | 255.7 | Com | 2.4 | Yes | 0.0 | 0.0 | No |
| M edium | No | C7 | 151.8 | Com | 2.4 | Yes | 0.0 | 0.0 | No |
| M edium | No | D1 | 532.3 | Com | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | A3 | 1347.2 | Com | 2.4 | Yes | 11.4 | 10.4 | No |
| M edium | No | A6 | 8048.1 | Com | 2.4 | Yes | 10.5 | 4.4 | No |
| M edium | No | C1 | 7203.2 | Com | 2.4 | Yes | 6.8 | 6.4 | No |
| M edium | No | C3 | 17001.7 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| M edium | No | C8 | 1560.0 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| M edium | No | C7 | 670.8 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | C7 | 346.0 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| M edium | No | D1 | 3496.2 | Res | 2.4 | Yes | 0.0 | 0.0 | No |
| Medium | No | C3 | 16137.4 | Com | 2.3 | Yes | 0.0 | 0.0 | No |
| M edium | No | C3 | 10407.8 | Com | 2.3 | No | 6.0 | 4.4 | No |
| M edium | No | A3 | 2108.4 | Com | 2.3 | Yes | 12.7 | 16.4 | No |
| M edium | No | C1 | 7248.9 | Com | 2.3 | Yes | 7.3 | 5.3 | No |
| M edium | No | D1 | 2392.8 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| M edium | No | D1 | 2021.6 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| M edium | No | D1 | 3398.7 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| Medium | No | A9 | 43321.2 | Com | 2.2 | No | 8.5 | 9.0 | No |
| M edium | No | A3 | 2763.7 | Com | 2.2 | Yes | 9.2 | 4.0 | No |
| M edium | No | A3 | 3351.0 | Com | 2.2 | Yes | 11.8 | 9.7 | No |
| M edium | No | C3 | 22053.5 | Res | 2.2 | No | 12.6 | 18.3 | No |
| M edium | No | A3 | 2422.8 | Com | 2.1 | Yes | 17.8 | 23.5 | No |
| M edium | No | B5 | 2747.7 | Com | 2.1 | Yes | 21.2 | 21.5 | No |
| M edium | No | B5 | 3692.7 | Com | 2.1 | Yes | 999.0 | 999.0 | No |
| M edium | No | B5 | 3065.9 | Com | 2.1 | Yes | 4.4 | 8.0 | No |
| M edium | No | B5 | 2980.8 | Com | 2.1 | Yes | 6.2 | 8.1 | No |
| M edium | No | A10 | 1489.0 | Com | 2.1 | Yes | 5.0 | 4.3 | No |
| M edium | No | A3 | 1292.7 | Res | 2.1 | Yes | 10.7 | 9.3 | No |
| M edium | No | B5 | 10680.9 | Res | 2.1 | No | 90.0 | 90.0 | No |
| M edium | No | C1 | 3227.1 | Res | 2.1 | Yes | 6.6 | 6.4 | No |
| Medium | No | B8 | 7567.2 | Com | 2.0 | Yes | 6.3 | 5.2 | No |
| M edium | No | C1 | 2525.1 | Res | 2.0 | Yes | 8.7 | 4.9 | No |
| M edium | No | C3 | 7628.9 | Com | 1.9 | No | 3.8 | 6.9 | No |
| M edium | No | A10 | 6870.7 | Com | 1.9 | No | 9.9 | 8.5 | No |
| M edium | No | C9 | 8049.6 | Com | 1.7 | No | 22.4 | 17.0 | No |
| M edium | No | A10 | 5799.2 | Res | 1.7 | No | 9.4 | 3.2 | No |
| M edium | No | C3 | 8241.9 | Com | 1.6 | No | 3.4 | 5.4 | No |
| M edium | No | C5 | 7677.2 | Com | 1.6 | No | 6.1 | 7.4 | No |
| M edium | No | E1 | 6065.9 | Res | 1.4 | No | 5.2 | 7.0 | No |
| M edium | No | B5 | 9926.7 | Res | 1.3 | No | 90.0 | 90.0 | No |
| M edium | No | A8 | 1095.2 | Com | 1.2 | No | 10.6 | 4.7 | No |
| Medium | No | C9 | 93.3 | Com | 1.1 |  | 6.6 | 7.2 | No |
| Medium | No | A10 | 10709.3 | Com | 1.1 | No | 8.9 | 7.0 | No |
| Medium | No | A10 | 3806.5 | Com | 0.9 | No | 8.4 | 4.2 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | B7 | 3333.9 | Res | 0.9 | No | 12.1 | 12.1 | No |
| Medium | No | D7 | 2330.7 | Com | 0.8 | No | 10.5 | 4.8 | No |
| Medium | No | B5 | 6127.8 | Com | 0.7 | No | 27.5 | 15.3 | No |
| M edium | No | A10 | 1131.4 | Com | 0.7 | No | 10.2 | 13.8 | No |
| M edium | No | C6 | 674.2 | Com | 0.6 | No | 6.0 | 9.7 | No |
| Medium | No | B9 | 6432.7 | Com | 0.5 | No | 6.6 | 7.6 | No |
| Medium | No | C1 | 2914.0 | Com | 0.2 | No | 8.0 | 5.3 | No |
| M edium | No | A10 | 4513.7 | Com | 0.1 | No | 5.9 | 8.7 | No |
| M edium | No | C5 | 1641.0 | Com | 0.0 | No | 14.8 | 18.3 | No |
| M edium | No | D1 | 605.7 | Res | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | D1 | 3498.9 | Res | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | C8 | 288.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | C7 | 813.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | C7 | 851.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | C7 | 923.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | C7 | 1242.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | D1 | 3803.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | D1 | 3166.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | D1 | 753.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | B3 | 317.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | B3 | 697.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | B3 | 829.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | B3 | 1042.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | B3 | 1131.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 1168.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | B3 | 2317.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | B3 | 2374.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| Medium | No | B3 | 2476.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| M edium | No | B3 | 2544.5 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | Yes | F2 | 1427.7 | Res | 15.2 | No | 14.6 | 14.0 | No |
| Low | Yes | E1 | 3656.0 | Com | 14.6 | No | 11.6 | 14.5 | No |
| Low | Yes | D4 | 4234.6 | Res | 14.6 | No | 8.7 | 8.9 | No |
| Low | Yes | B6 | 2685.9 | Res | 14.6 | No | 17.4 | 17.3 | No |
| Low | Yes | C1 | 5246.4 | Res | 14.5 | No | 7.3 | 13.7 | No |
| Low | Yes | C2 | 1951.6 | Com | 14.4 | No | 20.2 | 23.2 | No |
| Low | Yes | F2 | 1492.6 | Res | 14.4 | No | 10.1 | 9999.0 | No |
| Low | Yes | C2 | 1486.0 | Res | 14.3 | No | 26.4 | 19.3 | No |
| Low | Yes | B5 | 19557.8 | Res | 14.3 | No | 19.9 | 7.3 | No |
| Low | Yes | B6 | 2287.3 | Res | 14.2 | No | 15.3 | 18.5 | No |
| Low | Yes | B9 | 2389.4 | Res | 14.1 | No | 19.8 | 20.9 | No |
| Low | Yes | B6 | 2561.8 | Res | 13.9 | No | 15.4 | 14.7 | No |
| Low | Yes | A1 | 669.6 | Res | 13.8 | No | 14.0 | 19.6 | No |
| Low | Yes | B9 | 2250.2 | Res | 13.8 | No | 6.7 | 10.5 | No |
| Low | Yes | B9 | 6121.6 | Com | 13.7 | No | 16.3 | 11.3 | No |
| Low | Yes | A1 | 589.5 | Res | 13.6 | No | 11.3 | 11.6 | No |
| Low | Yes | C1 | 6297.9 | Res | 13.6 | No | 15.6 | 14.4 | No |
| Low | Yes | B6 | 2603.1 | Res | 13.5 | No | 13.3 | 15.6 | No |
| Low | Yes | B1 | 7550.2 | Com | 13.4 | No | 11.3 | 7.9 | No |
| Low | Yes | A1 | 323.6 | Res | 13.4 | No | 5.6 | 9.5 | No |
| Low | Yes | C5 | 3089.3 | Res | 13.3 | No | 15.6 | 20.2 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | Yes | B9 | 759.3 | Res | 13.3 | No | 16.4 | 15.3 | No |
| Low | Yes | A9 | 32602.2 | Com | 13.2 | No | 17.6 | 23.6 | No |
| Low | Yes | C1 | 5361.0 | Res | 13.1 | No | 10.1 | 6.8 | No |
| Low | Yes | B6 | 2875.3 | Res | 13.1 | No | 15.2 | 15.1 | No |
| Low | Yes | A6 | 5197.7 | Res | 13.0 | No | 9.6 | 15.3 | No |
| Low | Yes | C2 | 1432.1 | Res | 12.9 | No | 21.9 | 19.1 | No |
| Low | Yes | A1 | 1027.5 | Com | 12.6 | No | 11.1 | 26.1 | No |
| Low | Yes | D4 | 4120.2 | Res | 12.6 | No | 9.7 | 10.1 | No |
| Low | Yes | A1 | 538.0 | Res | 12.6 | No | 13.9 | 18.6 | No |
| Low | Yes | C1 | 6284.3 | Res | 12.5 | No | 22.7 | 21.8 | No |
| Low | Yes | C1 | 5278.4 | Res | 12.5 | No | 24.9 | 19.7 | No |
| Low | Yes | B9 | 907.1 | Res | 12.5 | No | 13.9 | 14.3 | No |
| Low | Yes | B6 | 2535.4 | Res | 12.5 | No | 19.0 | 17.9 | No |
| Low | Yes | B6 | 2799.8 | Res | 12.5 | No | 13.2 | 10.5 | No |
| Low | Yes | C4 | 3127.5 | Com | 12.3 | No | 7.3 | 13.7 | No |
| Low | Yes | B5 | 15093.6 | Res | 12.3 | No | 21.5 | 19.0 | No |
| Low | Yes | D4 | 4164.4 | Res | 12.2 | No | 11.5 | 10.9 | No |
| Low | Yes | B9 | 802.8 | Res | 12.2 | No | 14.2 | 14.3 | No |
| Low | Yes | B9 | 2280.3 | Res | 12.2 | No | 9.8 | 18.1 | No |
| Low | Yes | B6 | 2631.6 | Res | 12.2 | No | 18.7 | 16.6 | No |
| Low | Yes | D4 | 3998.2 | Res | 12.1 | No | 9.8 | 8.7 | No |
| Low | Yes | B5 | 18582.0 | Res | 12.1 | No | 9.2 | 12.9 | No |
| Low | Yes | B9 | 2147.9 | Res | 12.1 | No | 13.4 | 15.2 | No |
| Low | Yes | F1 | 1922.3 | Res | 12.1 | No | 11.2 | 8.7 | No |
| Low | Yes | B5 | 13407.1 | Com | 12.0 | No | 14.8 | 15.7 | No |
| Low | Yes | C1 | 5429.1 | Res | 12.0 | No | 7.1 | 8.5 | No |
| Low | Yes | C1 | 5004.0 | Res | 12.0 | No | 7.1 | 7.8 | No |
| Low | Yes | B9 | 6021.6 | Res | 12.0 | No | 14.1 | 13.8 | No |
| Low | Yes | A1 | 5285.1 | Res | 11.9 | No | 17.9 | 15.7 | No |
| Low | Yes | B9 | 959.2 | Res | 11.9 | No | 12.1 | 13.3 | No |
| Low | Yes | B9 | 1106.5 | Res | 11.9 | No | 13.0 | 13.3 | No |
| Low | Yes | A6 | 2301.8 | Res | 11.8 | No | 12.7 | 14.8 | No |
| Low | Yes | B5 | 15369.6 | Res | 11.8 | No | 18.6 | 15.0 | No |
| Low | Yes | B5 | 16431.7 | Res | 11.8 | No | 19.2 | 9.3 | No |
| Low | Yes | C1 | 5619.5 | Res | 11.8 | No | 16.9 | 14.1 | No |
| Low | Yes | B6 | 2691.8 | Res | 11.8 | No | 14.0 | 10.3 | No |
| Low | Yes | B6 | 2788.2 | Res | 11.8 | No | 15.1 | 13.5 | No |
| Low | Yes | A1 | 441.5 | Res | 11.7 | No | 18.3 | 15.0 | No |
| Low | Yes | B9 | 3449.0 | Res | 11.7 | No | 15.8 | 12.5 | No |
| Low | Yes | B6 | 2887.1 | Res | 11.7 | No | 13.0 | 12.7 | No |
| Low | Yes | D4 | 3239.9 | Res | 11.6 | No | 12.5 | 12.2 | No |
| Low | Yes | B9 | 3010.5 | Res | 11.6 | No | 17.9 | 18.6 | No |
| Low | Yes | B9 | 5882.3 | Res | 11.6 | No | 13.0 | 11.0 | No |
| Low | Yes | F3 | 185.9 | Res | 11.6 | No | 13.9 | 12.8 | No |
| Low | Yes | C1 | 5589.8 | Res | 11.5 | No | 17.0 | 20.0 | No |
| Low | Yes | B9 | 3149.7 | Res | 11.5 | No | 19.0 | 16.1 | No |
| Low | Yes | C5 | 2474.6 | Com | 11.4 | No | 15.5 | 18.7 | No |
| Low | Yes | D4 | 3948.8 | Res | 11.4 | No | 10.0 | 9.4 | No |
| Low | Yes | B6 | 2845.0 | Res | 11.4 | No | 17.1 | 9.0 | No |
| Low | Yes | C7 | 4695.3 | Res | 11.3 | No | 16.3 | 20.1 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | Yes | A1 | 5322.5 | Res | 11.3 | No | 17.9 | 11.9 | No |
| Low | Yes | B5 | 14978.6 | Res | 11.3 | No | 15.2 | 20.1 | No |
| Low | Yes | B5 | 16520.7 | Res | 11.3 | No | 14.9 | 12.2 | No |
| Low | Yes | B9 | 2787.0 | Res | 11.3 | No | 16.5 | 20.9 | No |
| Low | Yes | F2 | 908.3 | Res | 11.2 | No | 8.3 | 9.2 | No |
| Low | Yes | C1 | 5573.6 | Res | 11.2 | No | 11.9 | 14.6 | No |
| Low | Yes | B9 | 6087.4 | Res | 11.2 | No | 17.1 | 19.3 | No |
| Low | Yes | E1 | 810.2 | Res | 11.2 | No | 12.6 | 10.4 | No |
| Low | Yes | F2 | 852.3 | Res | 11.1 | No | 9.7 | 6.8 | No |
| Low | Yes | E1 | 1698.1 | Res | 11.1 | No | 13.0 | 16.1 | No |
| Low | Yes | A1 | 588.7 | Res | 11.1 | No | 17.9 | 14.1 | No |
| Low | Yes | C7 | 4615.9 | Res | 11.0 | No | 20.0 | 12.3 | No |
| Low | Yes | B1 | 13485.3 | Res | 11.0 | No | 5.2 | 7.5 | No |
| Low | Yes | B1 | 13246.7 | Res | 11.0 | No | 2.5 | 11.4 | No |
| Low | Yes | A1 | 4352.1 | Res | 11.0 | No | 8.1 | 5.3 | No |
| Low | Yes | B9 | 2739.2 | Res | 11.0 | No | 18.7 | 19.4 | No |
| Low | Yes | C9 | 4581.9 | Res | 10.8 | No | 7.6 | 6.8 | No |
| Low | Yes | B5 | 19669.0 | Res | 10.8 | No | 11.8 | 11.1 | No |
| Low | Yes | C1 | 4928.0 | Res | 10.8 | No | 8.5 | 8.8 | No |
| Low | Yes | B9 | 1160.7 | Res | 10.8 | No | 10.5 | 16.2 | No |
| Low | Yes | E1 | 3327.6 | Res | 10.7 | No | 12.5 | 11.5 | No |
| Low | Yes | A1 | 345.5 | Res | 10.7 | No | 12.8 | 15.7 | No |
| Low | Yes | A2 | 144.1 | Res | 10.7 | No | 12.1 | 12.2 | No |
| Low | Yes | B9 | 840.7 | Res | 10.7 | No | 14.0 | 10.7 | No |
| Low | Yes | E1 | 1744.2 | Res | 10.6 | No | 14.0 | 15.0 | No |
| Low | Yes | C7 | 3533.8 | Res | 10.6 | No | 22.4 | 17.4 | No |
| Low | Yes | C1 | 4916.2 | Res | 10.6 | No | 22.0 | 15.8 | No |
| Low | Yes | B9 | 2912.7 | Res | 10.6 | No | 22.2 | 19.7 | No |
| Low | Yes | B9 | 3090.9 | Res | 10.6 | No | 15.0 | 17.1 | No |
| Low | Yes | B6 | 3168.4 | Res | 10.6 | No | 11.5 | 5.8 | No |
| Low | Yes | E1 | 824.6 | Res | 10.6 | No | 13.1 | 10.5 | No |
| Low | Yes | B6 | 3301.0 | Res | 10.5 | No | 8.1 | 12.6 | No |
| Low | Yes | C6 | 3133.4 | Com | 10.4 | No | 0.2 | 8.8 | No |
| Low | Yes | B2 | 18301.2 | Res | 10.3 | No | 18.3 | 9.7 | No |
| Low | Yes | B6 | 2960.1 | Res | 10.3 | No | 14.1 | 10.5 | No |
| Low | Yes | B6 | 2579.0 | Res | 10.3 | No | 13.1 | 15.3 | No |
| Low | Yes | D4 | 3870.9 | Res | 10.1 | No | 23.3 | 27.9 | No |
| Low | Yes | A1 | 375.2 | Res | 10.1 | No | 9.5 | 18.4 | No |
| Low | Yes | A6 | 5289.5 | Res | 10.1 | No | 6.9 | 12.1 | No |
| Low | Yes | B5 | 15403.5 | Res | 10.1 | No | 18.6 | 20.2 | No |
| Low | Yes | C1 | 4715.7 | Res | 10.1 | No | 9.4 | 7.8 | No |
| Low | Yes | B9 | 6759.2 | Res | 10.1 | No | 5.1 | 17.1 | No |
| Low | No | C9 | 4659.1 | Com | 10.0 | No | 14.7 | 13.9 | No |
| Low | No | B1 | 14180.5 | Com | 3.3 | Yes | 0.0 | 0.0 | No |
| Low | No | B1 | 12699.8 | Com | 3.8 | No | 5.9 | 7.9 | No |
| Low | No | D1 | 3807.6 | Com | 4.4 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2066.0 | Com | 8.0 | No | 4.8 | 7.0 | No |
| Low | No | A10 | 8116.9 | Com | 6.8 | No | 5.1 | 8.9 | No |
| Low | No | C5 | 2985.1 | Com | 10.0 | No | 16.6 | 21.2 | No |
| Low | No | C5 | 3249.4 | Com | 8.8 | Yes | 17.0 | 23.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | No | A3 | 2240.0 | Com | 4.6 | Yes | 12.7 | 14.8 | No |
| Low | No | A3 | 2273.7 | Com | 2.0 | Yes | 12.3 | 22.6 | No |
| Low | No | A3 | 3305.4 | Com | 2.6 | Yes | 7.1 | 12.4 | No |
| Low | No | A3 | 1819.9 | Com | 7.5 | No | 19.1 | 4.8 | No |
| Low | No | A5 | 1434.3 | Com | 4.8 | Yes | 14.4 | 7.6 | No |
| Low | No | A6 | 1891.9 | Com | 5.5 | No | 6.4 | 16.3 | No |
| Low | No | B5 | 29320.8 | Com | 10.0 | No | 14.8 | 10.6 | No |
| Low | No | B5 | 13480.3 | Com | 8.1 | Yes | 13.6 | 17.2 | No |
| Low | No | B8 | 2386.6 | Com | 7.7 | No | 7.5 | 9.4 | No |
| Low | No | B8 | 1836.4 | Com | 8.0 | No | 7.3 | 8.5 | No |
| Low | No | B9 | 6438.0 | Com | 3.0 | No | 5.9 | 2.8 | No |
| Low | No | B9 | 6094.2 | Com | 1.6 | No | 6.3 | 5.9 | No |
| Low | No | C9 | 4276.1 | Com | 9.3 | No | 6.0 | 5.5 | No |
| Low | No | D4 | 3291.9 | Res | 9.3 | No | 11.4 | 10.9 | No |
| Low | No | C9 | 4395.2 | Res | 4.6 | No | 7.2 | 8.2 | No |
| Low | No | C9 | 3043.7 | Res | 9.4 | No | 8.3 | 3.1 | No |
| Low | No | C9 | 2778.9 | Res | 9.7 | No | 9.1 | 4.7 | No |
| Low | No | C9 | 740.6 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| Low | No | C10 | 481.7 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| Low | No | C7 | 3280.9 | Res | 2.2 | No | 17.0 | 11.1 | No |
| Low | No | C7 | 3320.4 | Res | 7.5 | No | 14.0 | 24.7 | No |
| Low | No | B1 | 15358.4 | Res | 5.0 | Yes | 0.0 | 0.0 | No |
| Low | No | B1 | 13550.3 | Res | 6.4 | No | 5.2 | 8.5 | No |
| Low | No | D1 | 3857.9 | Res | 2.3 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 3097.9 | Res | 2.8 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2740.2 | Res | 9.1 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2671.6 | Res | 3.9 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2097.8 | Res | 2.6 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 2429.2 | Res | 0.5 | No | 12.0 | 13.9 | No |
| Low | No | D1 | 3070.2 | Res | 2.0 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 3104.6 | Res | 2.2 | Yes | 0.0 | 0.0 | No |
| Low | No | D1 | 3207.6 | Res | 3.2 | Yes | 0.0 | 0.0 | No |
| Low | No | A10 | 3728.4 | Res | 9.7 | No | 16.0 | 17.2 | No |
| Low | No | B2 | 15451.2 | Res | 10.0 | No | 7.6 | 2.8 | No |
| Low | No | D2 | 135.8 | Res | 1.8 | No | 11.6 | 11.4 | No |
| Low | No | C6 | 3273.2 | Res | 3.1 | No | 19.1 | 21.1 | No |
| Low | No | A1 | 806.9 | Res | 9.8 | No | 1.5 | 19.4 | No |
| Low | No | A1 | 1132.0 | Res | 3.3 | No | 31.4 | 10.6 | No |
| Low | No | A1 | 4863.1 | Res | 9.9 | No | 11.7 | 15.6 | No |
| Low | No | A1 | 5446.0 | Res | 8.2 | No | 23.8 | 15.5 | No |
| Low | No | A1 | 4460.7 | Res | 8.8 | No | 14.9 | 18.0 | No |
| Low | No | A2 | 88.5 | Res | 10.0 | No | 19.0 | 11.0 | No |
| Low | No | A3 | 3234.7 | Res | 2.2 | Yes | 11.1 | 16.4 | No |
| Low | No | A3 | 1695.9 | Res | 2.9 | Yes | 11.8 | 8.4 | No |
| Low | No | A6 | 5166.6 | Res | 8.9 |  | 9.9 | 15.8 | No |
| Low | No | A6 | 2277.7 | Res | 1.8 | No | 10.5 | 7.5 | No |
| Low | No | A6 | 2131.5 | Res | 3.1 | Yes | 15.0 | 19.8 | No |
| Low | No | A6 | 2090.9 | Res | 2.5 | Yes | 14.7 | 19.1 | No |
| Low | No | A6 | 3021.8 | Res | 9.1 | No | 1.9 | 20.7 | No |
| Low | No | B5 | 14920.9 | Res | 7.6 | No | 18.2 | 15.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | No | B5 | 15323.2 | Res | 6.5 | No | 23.3 | 17.2 | No |
| Low | No | B5 | 15029.5 | Res | 9.3 | No | 145.7 | 23.6 | No |
| Low | No | B5 | 16484.8 | Res | 7.4 | No | 15.2 | 15.9 | No |
| Low | No | B5 | 18474.8 | Res | 9.8 | No | 14.6 | 11.6 | No |
| Low | No | B5 | 18767.9 | Res | 8.8 | No | 13.5 | 15.6 | No |
| Low | No | B5 | 19253.6 | Res | 4.0 | No | 16.9 | 15.8 | No |
| Low | No | B5 | 19582.7 | Res | 1.0 | No | 11.0 | 11.9 | No |
| Low | No | B8 | 8178.1 | Res | 2.0 | Yes | 4.6 | 6.7 | No |
| Low | No | B10 | 5216.7 | Res | 4.5 | No | 9.8 | 15.0 | No |
| Low | No | B10 | 5373.6 | Res | 6.9 | No | 9.1 | 4.1 | No |
| Low | No | B10 | 5311.6 | Res | 6.8 | No | 18.6 | 25.6 | No |
| Low | No | B10 | 5248.3 | Res | 8.4 | No | 30.6 | 38.0 | No |
| Low | No | B10 | 5163.8 | Res | 7.3 | No | 17.3 | 24.8 | No |
| Low | No | B10 | 5056.5 | Res | 8.4 | No | 19.4 | 18.2 | No |
| Low | No | B10 | 4992.7 | Res | 7.8 | No | 20.9 | 18.2 | No |
| Low | No | B10 | 7342.9 | Res | 9.6 | No | 14.9 | 12.7 | No |
| Low | No | B8 | 1959.8 | Res | 9.2 | No | 10.8 | 7.2 | No |
| Low | No | C1 | 5210.9 | Res | 8.8 | No | 25.0 | 21.1 | No |
| Low | No | C1 | 5035.5 | Res | 10.0 | No | 5.9 | 8.4 | No |
| Low | No | C1 | 4646.1 | Res | 9.8 | No | 6.2 | 7.9 | No |
| Low | No | C1 | 4643.5 | Res | 9.9 | No | 6.7 | 7.7 | No |
| Low | No | C1 | 5145.6 | Res | 8.9 | No | 16.5 | 17.4 | No |
| Low | No | C1 | 6456.5 | Res | 1.1 | No | 9.9 | 14.6 | No |
| Low | No | C1 | 2639.1 | Res | 3.3 | Yes | 11.3 | 4.5 | No |
| Low | No | B1 | 7583.6 | Res | 7.8 | No | 9.6 | 4.8 | No |
| Low | No | B1 | 7730.5 | Res | 0.5 | No | 17.2 | 8.4 | No |
| Low | No | B9 | 2091.0 | Res | 9.0 | No | 16.2 | 24.1 | No |
| Low | No | B9 | 2593.6 | Res | 9.4 | No | 24.1 | 19.7 | No |
| Low | No | B9 | 2836.6 | Res | 9.1 | No | 18.3 | 12.6 | No |
| Low | No | B9 | 3923.5 | Res | 6.5 | No | 11.8 | 7.6 | No |
| Low | No | B6 | 2208.0 | Res | 9.3 | No | 12.2 | 10.6 | No |
| Low | No | B6 | 2316.7 | Res | 8.7 | No | 11.6 | 10.8 | No |
| Low | No | B6 | 3298.7 | Res | 9.1 | No | 15.4 | 8.4 | No |
| Low | No | B6 | 3170.0 | Res | 8.5 | No | 12.2 | 8.7 | No |
| Low | No | B9 | 6084.2 | Res | 4.5 | No | 5.3 | 7.2 | No |
| Low | No | E1 | 3559.7 | Res | 7.8 | No | 13.2 | 12.4 | No |
| Low | No | C10 | 419.1 | Res | 2.6 | Yes | 12.2 | 19.4 | No |
| Low | No | C10 | 462.8 | Res | 3.4 | Yes | 22.3 | 21.9 | No |
| Low | No | C8 | 429.8 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | C8 | 266.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | C8 | 244.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | C7 | 1216.1 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | C7 | 429.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 14083.2 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13903.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13868.3 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13806.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13779.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B1 | 13741.6 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | D1 | 3717.8 |  | 0.0 |  | 0.0 | 0.0 | No |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | No | D1 | 3050.4 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | D1 | 2987.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B3 | 509.5 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B3 | 644.7 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B3 | 886.9 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | B3 | 992.0 |  | 0.0 |  | 0.0 | 0.0 | No |
| Low | No | A8 | 402.4 |  | 8.7 | No | 26.3 | 12.9 | No |
| High | No | B5 | 1387.7 | Com | 1.3 | Yes | 0.0 | 0.0 | Yes |
| High | No | A9 | 29246.6 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1371.1 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1298.0 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1263.0 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1162.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C7 | 1865.8 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C7 | 1982.7 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C7 | 2092.4 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C7 | 2196.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B1 | 11782.1 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B1 | 11537.9 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | D1 | 4149.1 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B3 | 1428.3 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B3 | 1644.3 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B3 | 1705.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | A1 | 3056.4 | Com | 0.0 | Yes | 16.2 | 20.3 | Yes |
| High | No | E7 | 203.3 | Com | 0.0 | Yes | 9.2 | 3.9 | Yes |
| High | No | E7 | 149.1 | Com | 0.0 | Yes | 7.1 | 4.4 | Yes |
| High | No | A5 | 506.2 | Com | 1.4 | Yes | 4.5 | 4.3 | Yes |
| High | No | A5 | 591.6 | Com | 0.7 | Yes | 4.8 | 3.8 | Yes |
| High | No | A5 | 654.4 | Com | 0.0 | Yes | 9.2 | 7.5 | Yes |
| High | No | A6 | 8723.4 | Com | 0.0 | Yes | 8.4 | 6.3 | Yes |
| High | No | B5 | 18163.2 | Com | 1.5 | Yes | 7.7 | 4.4 | Yes |
| High | No | B5 | 17660.1 | Com | 1.1 | Yes | 8.2 | 4.9 | Yes |
| High | No | B8 | 6868.9 | Com | 1.6 | Yes | 4.3 | 5.4 | Yes |
| High | No | C1 | 3805.9 | Com | 1.6 | Yes | 9.1 | 10.3 | Yes |
| High | No | B9 | 1622.8 | Com | 1.4 | Yes | 6.8 | 6.3 | Yes |
| High | No | A9 | 25219.0 | Com | 1.9 | Yes | 0.6 | 20.5 | Yes |
| High | No | C3 | 8535.3 | Com | 0.0 | Yes | 5.2 | 3.8 | Yes |
| High | No | C10 | 210.7 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1219.0 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1276.1 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | C8 | 1321.4 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | D1 | 4836.8 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | D1 | 5508.8 | Res | 1.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B3 | 1685.3 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | B5 | 15715.2 | Res | 0.1 | Yes | 3.6 | 3.5 | Yes |
| High | No | B5 | 15624.2 | Res | 0.0 | Yes | 19.8 | 24.7 | Yes |
| High | No | C1 | 2301.7 | Res | 0.8 | Yes | 19.9 | 13.6 | Yes |
| High | No | C1 | 2170.7 | Res | 1.8 | Yes | 3.1 | 5.6 | Yes |
| High | No | C9 | 2179.0 | Res | 0.0 | Yes | 6.5 | 9.8 | Yes |
| High | No | C9 | 2133.7 | Res | 0.0 | Yes | 9.7 | 8.6 | Yes |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | C9 | 2053.7 | Res | 0.0 | Yes | 24.9 | 29.9 | Yes |
| High | No | C9 | 1667.1 | Res | 0.0 | Yes | 10.8 | 8.8 | Yes |
| High | No | C9 | 1638.9 | Res | 0.0 | Yes | 13.7 | 13.2 | Yes |
| High | No | C9 | 1587.0 | Res | 0.0 | Yes | 12.4 | 9.2 | Yes |
| High | No | C10 | 120.3 | Res | 0.0 | Yes | 11.6 | 23.8 | Yes |
| High | No | C10 | 638.5 | Res | 0.0 | Yes | 14.9 | 17.4 | Yes |
| High | No | C10 | 834.0 | Res | 0.0 | Yes | 14.1 | 18.8 | Yes |
| High | No | C10 | 859.9 | Res | 0.0 | Yes | 13.3 | 17.1 | Yes |
| High | No | C10 | 906.8 | Res | 0.0 | Yes | 15.7 | 19.5 | Yes |
| High | No | C10 | 929.5 | Res | 0.0 | Yes | 11.1 | 17.6 | Yes |
| High | No | C10 | 987.0 | Res | 0.0 | Yes | 8.0 | 14.7 | Yes |
| High | No | C10 | 1029.1 | Res | 0.0 | Yes | 7.6 | 8.1 | Yes |
| High | No | C10 | 1051.0 | Res | 0.0 | Yes | 15.5 | 10.1 | Yes |
| High | No | C10 | 1081.8 | Res | 0.0 | Yes | 13.3 | 17.6 | Yes |
| High | No | C10 | 1176.5 | Res | 0.0 | Yes | 8.8 | 18.5 | Yes |
| High | No | C10 | 1276.9 | Res | 0.0 | Yes | 14.0 | 13.1 | Yes |
| High | No | C8 | 478.4 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| High | No | A9 | 28269.5 |  | 0.1 | Yes | 2.8 | 3.9 | Yes |
| M edium | No | A9 | 27594.7 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | A9 | 27660.0 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | A9 | 34745.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | A9 | 34463.3 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | C3 | 15796.3 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C3 | 8056.2 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | C7 | 1121.8 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | C7 | 167.7 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | D1 | 3440.6 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | C5 | 7482.1 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | C2 | 1480.9 | Com | 1.6 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | A1 | 1747.4 | Com | 0.9 | Yes | 8.4 | 0.7 | Yes |
| M edium | No | A1 | 4303.6 | Com | 1.7 | Yes | 7.1 | 11.0 | Yes |
| M edium | No | A1 | 3802.5 | Com | 1.8 | Yes | 5.0 | 11.3 | Yes |
| M edium | No | A3 | 919.4 | Com | 0.0 | Yes | 7.4 | 10.7 | Yes |
| M edium | No | A3 | 1206.4 | Com | 0.0 | Yes | 11.3 | 11.4 | Yes |
| M edium | No | A3 | 1659.5 | Com | 0.0 | Yes | 9.7 | 8.3 | Yes |
| M edium | No | A3 | 1679.3 | Com | 0.0 | Yes | 9.1 | 15.0 | Yes |
| Medium | No | A3 | 2848.9 | Com | 1.1 | Yes | 2.0 | 6.6 | Yes |
| M edium | No | A3 | 2915.1 | Com | 0.0 | Yes | 8.7 | 6.7 | Yes |
| M edium | No | A3 | 2239.8 | Com | 0.0 | Yes | 9.2 | 11.9 | Yes |
| M edium | No | A4 | 1050.7 | Com | 0.0 | Yes | 21.0 | 16.9 | Yes |
| M edium | No | A4 | 2812.3 | Com | 0.0 | Yes | 9.6 | 10.6 | Yes |
| M edium | No | A4 | 1279.8 | Com | 1.7 | Yes | 7.5 | 3.6 | Yes |
| M edium | No | A5 | 1491.9 | Com | 0.0 | Yes | 7.0 | 9.3 | Yes |
| M edium | No | A5 | 1544.5 | Com | 0.0 | Yes | 8.1 | 15.5 | Yes |
| M edium | No | A5 | 1673.4 | Com | 0.0 | Yes | 14.0 | 12.1 | Yes |
| M edium | No | A5 | 1498.2 | Com | 0.0 | Yes | 12.5 | 11.2 | Yes |
| M edium | No | A5 | 1049.9 | Com | 0.0 | Yes | 8.3 | 15.2 | Yes |
| Medium | No | A6 | 7413.9 | Com | 0.0 | Yes | 7.0 | 9.3 | Yes |
| Medium | No | A6 | 8506.6 | Com | 0.0 | Yes | 9.2 | 7.7 | Yes |
| Medium | No | A6 | 10066.9 | Com | 0.0 | Yes | 9.6 | 5.7 | Yes |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | A6 | 6439.6 | Com | 0.0 | Yes | 5.1 | 6.8 | Yes |
| Medium | No | A6 | 6624.5 | Com | 0.0 | Yes | 12.0 | 9.9 | Yes |
| Medium | No | B5 | 1449.3 | Com | 1.4 | Yes | 24.9 | 25.4 | Yes |
| Medium | No | B5 | 2177.6 | Com | 1.1 | Yes | 28.4 | 18.1 | Yes |
| M edium | No | B5 | 2892.7 | Com | 0.4 | Yes | 14.6 | 13.9 | Yes |
| Medium | No | B5 | 3013.4 | Com | 0.1 | Yes | 28.2 | 26.2 | Yes |
| Medium | No | B5 | 3208.4 | Com | 1.0 | Yes | 15.6 | 7.4 | Yes |
| M edium | No | B8 | 7156.7 | Com | 1.6 | Yes | 6.1 | 5.8 | Yes |
| M edium | No | B8 | 7356.7 | Com | 1.0 | Yes | 4.5 | 3.8 | Yes |
| M edium | No | B8 | 8048.6 | Com | 0.7 | Yes | 6.3 | 6.4 | Yes |
| Medium | No | B8 | 8347.1 | Com | 1.9 | Yes | 7.5 | 8.3 | Yes |
| Medium | No | B8 | 8827.9 | Com | 1.2 | Yes | 7.9 | 5.5 | Yes |
| Medium | No | B8 | 8940.8 | Com | 1.4 | Yes | 5.6 | 3.6 | Yes |
| Medium | No | B8 | 9245.4 | Com | 1.3 | Yes | 4.9 | 8.1 | Yes |
| Medium | No | B8 | 9675.7 | Com | 1.5 | Yes | 4.2 | 6.6 | Yes |
| Medium | No | B8 | 9705.4 | Com | 1.6 | Yes | 6.3 | 5.0 | Yes |
| M edium | No | B8 | 9804.6 | Com | 1.7 | Yes | 5.4 | 4.7 | Yes |
| Medium | No | B8 | 9952.9 | Com | 1.7 | Yes | 3.6 | 5.6 | Yes |
| Medium | No | A10 | 1834.9 | Com | 1.3 | Yes | 6.8 | 6.2 | Yes |
| Medium | No | A10 | 1331.7 | Com | 1.1 | Yes | 6.8 | 4.4 | Yes |
| Medium | No | C1 | 7245.4 | Com | 1.4 | Yes | 6.7 | 7.4 | Yes |
| Medium | No | C1 | 7162.7 | Com | 1.7 | Yes | 6.8 | 7.9 | Yes |
| Medium | No | C1 | 7171.6 | Com | 1.0 | Yes | 8.4 | 6.8 | Yes |
| Medium | No | B1 | 9226.7 | Com | 1.5 | Yes | 7.5 | 5.4 | Yes |
| Medium | No | F1 | 1754.1 | Com | 1.1 | Yes | 7.3 | 7.4 | Yes |
| M edium | No | C3 | 27016.5 | Com | 1.6 | Yes | 9.4 | 7.4 | Yes |
| Medium | No | C9 | 923.8 | Com | 0.0 | Yes | 8.5 | 10.4 | Yes |
| Medium | No | C9 | 709.3 | Com | 0.9 | Yes | 9.9 | 8.9 | Yes |
| Medium | No | C9 | 591.2 | Com | 0.0 | Yes | 8.3 | 10.4 | Yes |
| Medium | No | C9 | 315.1 | Com | 0.0 | Yes | 19.3 | 16.7 | Yes |
| M edium | No | C3 | 7033.4 | Com | 0.0 | Yes | 5.2 | 7.8 | Yes |
| M edium | No | C3 | 8174.0 | Com | 1.8 | Yes | 6.8 | 6.1 | Yes |
| Medium | No | C3 | 17058.4 | Res | 0.7 | Yes | 0.0 | 0.0 | Yes |
| M edium | No | C7 | 215.9 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | D1 | 1177.7 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | A3 | 1798.2 | Res | 1.7 | Yes | 1.5 | 1.7 | Yes |
| Medium | No | A3 | 2978.6 | Res | 1.4 | Yes | 9.8 | 7.5 | Yes |
| Medium | No | A3 | 3345.5 | Res | 1.3 | Yes | 12.1 | 8.8 | Yes |
| Medium | No | C1 | 2970.7 | Res | 1.7 | Yes | 8.5 | 5.1 | Yes |
| Medium | No | C1 | 2504.6 | Res | 1.0 | Yes | 7.1 | 8.0 | Yes |
| Medium | No | C9 | 1313.5 | Res | 0.0 | Yes | 6.9 | 8.2 | Yes |
| M edium | No | C9 | 557.8 | Res | 0.0 | Yes | 5.9 | 10.5 | Yes |
| Medium | No | C10 | 484.7 | Res | 0.0 | Yes | 16.8 | 25.8 | Yes |
| Medium | No | F4 | 2568.4 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C8 | 137.7 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Medium | No | C8 | 159.7 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C9 | 706.4 | Com | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | A5 | 1384.3 | Com | 0.0 | Yes | 7.7 | 8.8 | Yes |
| Low | No | C9 | 659.1 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C9 | 622.6 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Driveway Type | Driveway X-Slope | Sufficient Width | Right Slope | Left Slope | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Low | No | C10 | 452.3 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C10 | 540.4 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C10 | 565.8 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | D1 | 5006.3 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | D1 | 2071.9 | Res | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | A1 | 4405.1 | Res | 1.4 | Yes | 7.4 | 7.3 | Yes |
| Low | No | A3 | 3269.6 | Res | 1.0 | Yes | 11.5 | 15.2 | Yes |
| Low | No | A3 | 1631.8 | Res | 0.0 | Yes | 9.4 | 7.0 | Yes |
| Low | No | A3 | 1609.4 | Res | 0.0 | Yes | 13.6 | 11.1 | Yes |
| Low | No | B8 | 9023.6 | Res | 1.5 | Yes | 6.9 | 6.9 | Yes |
| Low | No | C1 | 2669.0 | Res | 1.6 | Yes | 5.6 | 5.9 | Yes |
| Low | No | C1 | 2610.9 | Res | 1.4 | Yes | 8.2 | 8.7 | Yes |
| Low | No | C9 | 1442.1 | Res | 0.0 | Yes | 10.8 | 11.4 | Yes |
| Low | No | C9 | 1397.2 | Res | 0.0 | Yes | 12.9 | 13.5 | Yes |
| Low | No | C8 | 215.2 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C8 | 256.1 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C8 | 314.6 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Low | No | C8 | 340.9 |  | 0.0 | Yes | 0.0 | 0.0 | Yes |
| Number of Non-Compliant Driveways |  |  |  |  |  |  |  |  | 2104 |


| Location Priority | Severe? <br> (Y/N) | Route | Postmile | Obstruction Type | Protruding Object | Overhanging Object | Other | Change in Level | Horizontal Gap |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | E1 | 2021.3 | Utility Pole |  |  |  | Pot Hole |  |
| High | Yes | A9 | 34047.4 | Utility Pole | Veg |  |  |  |  |
| High | Yes | D6 | 2648.7 | Utility Pole |  |  | fire hydrant |  |  |
| High | Yes | C7 | 4509.6 | Utility Pole |  |  |  |  |  |
| High | Yes | B1 | 15890.4 |  |  | Guy Wire |  |  |  |
| High | Yes | C2 | 3081.6 | Utility Pole |  |  |  |  |  |
| High | Yes | A3 | 182.8 |  |  | Guy Wire |  |  |  |
| High | Yes | A6 | 4703.7 |  |  | Guy Wire |  |  |  |
| High | Yes | A6 | 4070.4 |  |  | Guy Wire |  |  |  |
| High | Yes | B5 | 14198.7 | Utility Pole |  |  |  |  |  |
| High | Yes | E8 | 426.2 | Utility Pole |  |  |  |  |  |
| High | Yes | B5 | 16835.0 |  |  | Guy Wire |  |  |  |
| High | Yes | B6 | 1155.5 | Utility Pole |  |  |  |  |  |
| High | Yes | B9 | 7211.4 | Utility Pole |  |  |  |  |  |
| High | Yes | B5 | 110.0 | Utility Pole |  |  |  |  |  |
| High | Yes | A9 | 25182.5 | Utility Pole |  |  | pole and fire hydrant |  |  |
| High | Yes | C3 | 16962.5 |  |  | Guy Wire |  |  |  |
| High | Yes | D5 | 1764.1 | Utility Pole |  |  |  |  |  |
| High | Yes | D5 | 1460.0 | Utility Pole |  |  |  |  |  |
| High | Yes | C3 | 8543.1 |  |  | Guy Wire |  |  |  |
| High | Yes | F2 | 4039.7 |  |  |  |  | Utility Cover |  |
| High | Yes | F2 | 4366.3 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 6182.0 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 6925.5 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 12181.0 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 12275.7 |  |  |  |  | Pot Hole |  |
| High | Yes | F2 | 12546.2 |  |  |  |  | Displacement |  |
| High | Yes | F4 | 38.2 |  |  |  |  | Utility Cover |  |
| High | Yes | F5 | 2298.0 |  |  |  |  | Pot Hole |  |
| High | Yes | F5 | 1851.6 |  |  |  | rough crossing | Pot Hole |  |
| High | Yes | A9 | 24416.0 |  |  |  | rough crossing | Utility Cover |  |
| High | Yes | A9 | 24758.9 |  |  |  |  | Pot Hole |  |
| High | Yes | A9 | 24799.7 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 24816.2 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 25519.5 |  |  |  |  | Utility Cover |  |
| High | Yes | A9 | 26182.4 |  |  |  |  | Tree Well |  |
| High | Yes | A9 | 26228.3 |  |  |  |  | Tree Well | Pot Hole |
| High | Yes | A9 | 29399.6 |  |  |  |  | Pot Hole |  |
| High | Yes | A9 | 29412.2 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 29432.0 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 31046.3 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 30798.7 |  |  |  |  | Pot Hole |  |
| High | Yes | A9 | 34520.4 |  |  |  |  | Utility Cover |  |
| High | Yes | E4 | 5624.3 |  |  |  |  | Pot Hole |  |
| High | Yes | E1 | 9473.4 |  |  |  |  | Pot Hole | Pot Hole |
| High | Yes | C3 | 23445.0 |  |  |  |  | Displacement |  |
| High | Yes | D7 | 2589.5 |  |  |  |  | Pot Hole |  |
| High | Yes | E1 | 2078.3 |  |  |  |  | Displacement |  |
| High | Yes | E1 | 2159.1 |  |  |  |  | Displacement |  |
| High | Yes | D6 | 3869.1 |  |  |  |  | Displacement |  |
| High | Yes | D6 | 2876.2 |  |  |  | severe | Displacement |  |
| High | Yes | D6 | 2832.9 |  |  |  |  | Utility Cover |  |
| High | Yes | D6 | 2494.0 |  |  |  |  | Utility Cover |  |
| High | Yes | D6 | 2575.3 |  |  |  |  | Utility Cover |  |
| High | Yes | D4 | 3646.3 |  |  |  |  | Displacement |  |
| High | Yes | C9 | 5347.8 | Veg |  | Veg |  |  |  |
| High | Yes | C9 | 1584.8 | Veg |  | Veg |  |  |  |
| High | Yes | C9 | 1552.7 |  |  |  |  | Displacement |  |
| High | Yes | C9 | 1526.9 |  |  |  |  | Displacement |  |
| High | Yes | A10 | 7733.0 | Veg |  | Veg |  |  |  |
| High | Yes | C10 | 173.7 |  |  |  |  | Displacement | Pot Hole |



| High | Yes | E8 | 550.6 |  |  |  |  | Displacement | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B5 | 16684.6 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | B5 | 18445.6 |  |  |  |  | Displacement | Displacement |
| High | Yes | B5 | 18144.0 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | B5 | 17415.4 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | B10 | 4507.4 |  |  |  |  | Displacement | Utility Cover |
| High | Yes | B10 | 3787.4 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 3338.1 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 4475.8 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 3057.0 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 2900.1 | Rough Xing |  |  |  | Displacement |  |
| High | Yes | B10 | 5553.6 |  |  |  |  | Displacement |  |
| High | Yes | B10 | 5657.0 | Rough Xing |  |  |  | Displacement | Displacement |
| High | Yes | B8 | 3846.0 |  |  |  |  | Displacement |  |
| High | Yes | B8 | 3845.8 |  |  |  |  | Tree Well |  |
| High | Yes | B4 | 2590.2 |  |  |  |  | Pot Hole | Pot Hole |
| High | Yes | B4 | 2149.4 | Rough Xing |  |  |  | Displacement | Displacement |
| High | Yes | B4 | 2049.0 | Rough Xing |  |  |  | Displacement | Displacement |
| High | Yes | C1 | 2340.2 | Rough Xing |  |  |  | Displacement |  |
| High | Yes | C1 | 3331.2 | Veg | Veg | Veg |  |  |  |
| High | Yes | B1 | 3629.9 |  |  |  |  | Displacement |  |
| High | Yes | B1 | 3873.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | B1 | 6251.3 | Veg |  | Veg |  |  |  |
| High | Yes | B1 | 5344.8 | Veg |  | Veg |  |  |  |
| High | Yes | B6 | 2235.5 | Rough Xing |  |  |  | Displacement |  |
| High | Yes | B5 | 110.0 |  |  |  |  | Displacement |  |
| High | Yes | E9 | 2060.4 |  |  |  |  | Displacement | Displacement |
| High | Yes | E9 | 2051.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | E9 | 2014.1 |  |  |  |  | Displacement | Displacement |
| High | Yes | F1 | 764.0 |  |  |  |  | Displacement | Displacement |
| High | Yes | F3 | 53.8 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 20016.8 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 20215.4 | Veg | Veg |  |  | Displacement | Displacement |
| High | Yes | A9 | 21069.7 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 21080.6 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 21099.2 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | A9 | 23313.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 22396.7 |  |  |  |  | Utility Cover | Displacement |
| High | Yes | A9 | 22267.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 23546.5 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 24260.8 |  |  |  |  | Displacement |  |
| High | Yes | A9 | 25023.6 |  |  |  | pic 45 | Displacement | Displacement |
| High | Yes | A9 | 25056.4 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 30010.9 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 32752.0 | Other |  |  | fire hydrant | Displacement | Displacement |
| High | Yes | A9 | 36426.8 |  |  |  |  | Displacement |  |
| High | Yes | E1 | 9454.6 |  |  |  |  | Displacement | Displacement |
| High | Yes | D9 | 646.7 |  |  |  |  | Pot Hole | Pot Hole |
| High | Yes | D9 | 657.2 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | D7 | 564.2 |  |  |  |  | Displacement |  |
| High | Yes | D5 | 43.5 |  |  |  |  | Pot Hole | Pot Hole |
| High | Yes | C3 | 7786.7 |  |  |  |  | Utility Cover | Utility Cover |
| High | Yes | C3 | 8478.2 |  |  |  |  | Displacement | Displacement |
| High | Yes | C10 | 315.0 |  |  |  |  | Displacement | Displacement |
| High | Yes | A9 | 21025.2 | Street Furniture |  |  | bus bench |  |  |
| High | Yes | A6 | 4362.7 | Rough Xing |  |  | very bad crossing |  |  |
| High | Yes | A9 | 21100.3 | Other |  |  | major horizontal and vertical obstructions pic 43 |  |  |
| High | No | B5 | 923.6 |  |  |  |  |  | Displacement |
| High | No | B5 | 1393.8 |  |  |  |  |  | Pot Hole |
| High | No | F2 | 3954.9 |  |  |  |  |  | Pot Hole |


| High | No | F2 | 6937.5 | Veg | Veg |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | F2 | 10224.2 |  |  |  |  | Displacement |
| High | No | F2 | 12094.5 |  |  |  |  | Pot Hole |
| High | No | A9 | 11202.7 |  |  |  |  | Displacement |
| High | No | A9 | 20944.2 |  |  | truncated dome plate | Other |  |
| High | No | A9 | 20986.3 |  |  | truncated dome plate | Other |  |
| High | No | A9 | 22649.8 |  |  | rough crossing | Other |  |
| High | No | A9 | 23210.3 |  |  |  |  | Pot Hole |
| High | No | A9 | 23533.5 |  |  |  |  | Displacement |
| High | No | A9 | 24942.8 |  |  |  |  | Pot Hole |
| High | No | A9 | 24987.1 |  |  |  |  | Pot Hole |
| High | No | A9 | 30753.7 |  |  |  |  | Displacement |
| High | No | A9 | 32681.5 | Rough Xing |  |  |  |  |
| High | No | A9 | 31757.6 | Rough Xing |  |  |  |  |
| High | No | A9 | 40011.4 | Rough Xing |  |  |  |  |
| High | No | C3 | 13595.9 |  |  |  |  | Displacement |
| High | No | C9 | 3178.8 |  |  |  |  | Pot Hole |
| High | No | C7 | 3987.0 | Rough Xing |  |  |  |  |
| High | No | C7 | 4515.4 |  | Veg |  |  |  |
| High | No | C7 | 4510.8 |  | Veg |  |  |  |
| High | No | D1 | 1059.5 |  |  |  |  | Displacement |
| High | No | C5 | 7956.2 |  | Veg |  |  |  |
| High | No | C5 | 7359.0 |  | Veg |  |  |  |
| High | No | C5 | 2094.6 |  |  |  |  | Pot Hole |
| High | No | C5 | 1999.9 |  |  |  |  | Utility Cover |
| High | No | D3 | 1366.2 |  |  | x3 |  | Pot Hole |
| High | No | A1 | 1319.7 |  |  |  |  | Displacement |
| High | No | A2 | 1987.6 |  |  |  |  | Displacement |
| High | No | A4 | 600.0 |  |  |  |  | Displacement |
| High | No | A4 | 2283.8 | Rough Xing |  |  |  |  |
| High | No | A4 | 4246.6 | Rough Xing |  |  |  |  |
| High | No | A4 | 3543.8 | Rough Xing |  |  |  |  |
| High | No | E7 | 34.5 | Rough Xing |  |  |  |  |
| High | No | A5 | 86.6 |  |  |  |  | Displacement |
| High | No | A6 | 10760.5 |  |  |  |  | Displacement |
| High | No | A6 | 8983.4 | Rough Xing |  |  |  |  |
| High | No | A6 | 5768.2 |  |  |  |  | Displacement |
| High | No | A6 | 5632.4 | Rough Xing |  |  |  |  |
| High | No | A6 | 3190.5 | Rough Xing |  |  |  |  |
| High | No | A6 | 3162.4 |  |  |  |  | Displacement |
| High | No | A6 | 3401.2 |  |  |  |  | Displacement |
| High | No | A6 | 3592.4 | Rough Xing |  |  |  |  |
| High | No | A6 | 4035.1 | Rough Xing |  |  |  |  |
| High | No | A6 | 4337.2 | Rough Xing |  |  |  | Utility Cover |
| High | No | A6 | 4718.7 | Rough Xing |  |  |  |  |
| High | No | A6 | 4086.9 |  |  |  |  | Displacement |
| High | No | A6 | 4055.7 | Rough Xing |  |  |  |  |
| High | No | A6 | 3880.6 | Rough Xing |  |  |  |  |
| High | No | A6 | 3604.0 |  |  |  |  | Utility Cover |
| High | No | A6 | 3336.2 | Rough Xing |  |  |  |  |
| High | No | A6 | 388.5 |  |  |  |  | Displacement |
| High | No | A6 | 180.2 | Rough Xing |  |  |  |  |
| High | No | A6 | 80.4 | Rough Xing |  |  |  |  |
| High | No | A6 | 43.0 | Rough Xing |  |  |  |  |
| High | No | A6 | 125.1 | Rough Xing |  |  |  |  |
| High | No | B5 | 29822.4 | Rough Xing |  |  |  |  |
| High | No | B5 | 29536.9 | Rough Xing |  |  |  |  |
| High | No | B5 | 27725.7 | Rough Xing |  |  |  |  |
| High | No | B5 | 27206.0 | Rough Xing |  |  |  |  |
| High | No | B5 | 27176.0 |  |  |  |  | Displacement |
| High | No | B5 | 24538.7 | Rough Xing |  |  |  |  |
| High | No | B5 | 21951.8 | Rough Xing |  |  |  |  |
| High | No | B5 | 23328.4 | Rough Xing |  |  |  |  |


| High | No | B5 | 22672.9 | Rough Xing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B5 | 3971.5 | Other |  | rough pavement |  |
| High | No | B5 | 3096.7 |  |  | rough sidewalk |  |
| High | No | B5 | 12048.0 |  |  |  | Displacement |
| High | No | B5 | 11160.7 | Rough Xing |  |  |  |
| High | No | B5 | 11336.1 | Rough Xing |  |  | Displacement |
| High | No | C1 | 279.1 | Rough Xing |  |  |  |
| High | No | B5 | 14845.4 | Rough Xing |  |  |  |
| High | No | B5 | 15735.6 | Rough Xing |  |  |  |
| High | No | E8 | 127.1 | Veg | Veg |  |  |
| High | No | E8 | 21.0 | Rough Xing |  |  |  |
| High | No | B5 | 16792.3 | Rough Xing |  |  |  |
| High | No | B5 | 16283.9 |  |  |  | Displacement |
| High | No | B5 | 16256.4 | Rough Xing |  |  |  |
| High | No | B5 | 17176.5 | Rough Xing |  |  |  |
| High | No | B5 | 18167.4 | Rough Xing |  |  |  |
| High | No | B5 | 18312.4 | Rough Xing |  |  |  |
| High | No | B5 | 17515.4 | Rough Xing |  |  |  |
| High | No | B10 | 4210.9 | Veg | Veg |  |  |
| High | No | B10 | 3937.9 | Veg | Veg |  |  |
| High | No | B10 | 3902.6 | Rough Xing |  |  |  |
| High | No | B10 | 3769.5 | Rough Xing |  |  |  |
| High | No | B10 | 3707.4 | Veg | Veg |  |  |
| High | No | B10 | 3629.2 | Rough Xing |  |  |  |
| High | No | B10 | 3514.1 | Rough Xing |  |  |  |
| High | No | B10 | 3246.0 | Rough Xing |  |  |  |
| High | No | B10 | 3264.2 | Rough Xing |  |  |  |
| High | No | B10 | 3931.5 | Rough Xing |  |  |  |
| High | No | B10 | 4062.0 | Rough Xing |  |  |  |
| High | No | B10 | 4531.1 | Rough Xing |  |  |  |
| High | No | B10 | 2609.6 | Rough Xing |  |  |  |
| High | No | B10 | 2577.1 | Rough Xing |  |  |  |
| High | No | B10 | 5588.1 | Rough Xing |  |  |  |
| High | No | B8 | 3623.7 | Rough Xing |  |  |  |
| High | No | B4 | 2798.4 | Rough Xing |  |  |  |
| High | No | B4 | 2438.6 | Rough Xing |  |  |  |
| High | No | B4 | 2373.7 | Rough Xing |  |  |  |
| High | No | B4 | 2336.8 | Rough Xing |  |  |  |
| High | No | B4 | 1885.1 | Rough Xing |  |  |  |
| High | No | C1 | 3853.1 | Rough Xing |  |  |  |
| High | No | C1 | 3690.2 | Rough Xing |  |  |  |
| High | No | C1 | 3568.8 | Rough Xing |  |  |  |
| High | No | C1 | 4477.2 | Veg | Veg |  |  |
| High | No | C1 | 2234.9 | Veg | Veg |  |  |
| High | No | C1 | 2429.7 | Rough Xing |  |  |  |
| High | No | B1 | 3969.2 | Rough Xing |  |  |  |
| High | No | B1 | 3834.0 |  |  |  | Displacement |
| High | No | B1 | 5457.3 | Rough Xing |  |  |  |
| High | No | B1 | 5120.4 | Rough Xing |  |  |  |
| High | No | B1 | 4814.9 |  |  |  | Displacement |
| High | No | B1 | 4533.4 | Rough Xing |  |  |  |
| High | No | B1 | 4367.5 | Rough Xing |  |  |  |
| High | No | B1 | 4179.4 | Rough Xing |  |  |  |
| High | No | B9 | 351.3 | Rough Xing |  |  |  |
| High | No | B9 | 1381.1 |  |  |  | Displacement |
| High | No | B9 | 1507.4 | Rough Xing |  |  |  |
| High | No | B9 | 1713.9 | Rough Xing |  |  |  |
| High | No | B9 | 3206.2 |  |  |  | Displacement |
| High | No | B9 | 2013.4 | Rough Xing |  |  |  |
| High | No | B6 | 267.6 | Rough Xing |  |  |  |
| High | No | B9 | 6870.1 | Rough Xing |  |  |  |
| High | No | B5 | 106.3 |  |  |  | Displacement |
| High | No | B5 | 733.2 |  |  |  | Displacement |


| High | No | E9 | 797.9 | Other |  |  | rough crossing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | F1 | 616.1 | Rough Xing |  |  |  |  |  |
| High | No | F1 | 47.0 | Rough Xing |  |  |  |  |  |
| High | No | F2 | 6355.5 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 20363.9 |  |  |  |  |  | Displacement |
| High | No | A9 | 20408.1 | Rough Xing |  |  | rough asphalt driveway |  |  |
| High | No | A9 | 21090.0 | Veg | Veg |  |  |  |  |
| High | No | A9 | 23412.8 |  |  |  |  |  | Displacement |
| High | No | A9 | 23000.7 |  |  |  |  |  | Displacement |
| High | No | A9 | 22889.6 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 22941.8 | Veg | Veg |  |  |  |  |
| High | No | A9 | 24390.3 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 24783.9 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 24876.5 |  |  |  |  |  | Displacement |
| High | No | A9 | 28986.1 |  |  |  |  |  | Displacement |
| High | No | A9 | 32730.3 | Rough Xing |  |  |  |  |  |
| High | No | A9 | 44211.6 | Rough Xing |  |  |  |  |  |
| High | No | E1 | 9466.2 | Rough Xing |  |  |  |  |  |
| High | No | E10 | 1853.1 | Other |  |  | sidewalk ends |  |  |
| High | No | D5 | 1444.6 | Rough Xing |  |  | curb cut does not have detectible warnings |  |  |
| High | No | D5 | 1463.1 |  |  |  |  |  | Utility Cover |
| High | No | D5 | 1726.2 |  |  |  |  |  | Displacement |
| High | No | D5 | 1763.1 |  |  |  |  |  | Displacement |
| High | No | D4 | 3852.7 |  |  |  |  |  | Utility Cover |
| High | No | C9 | 1628.4 |  | Veg |  |  |  |  |
| High | No | C3 | 8488.4 |  |  |  |  |  | Displacement |
| M edium | Yes | A9 | 41315.4 | Utility Pole |  |  |  | Utility Cover |  |
| M edium | Yes | C2 | 2010.3 | Utility Pole |  | Veg |  |  |  |
| M edium | Yes | C4 | 1589.4 | Utility Pole |  |  |  | Pot Hole |  |
| M edium | Yes | A2 | 155.0 | Utility Pole |  |  |  | Utility Cover |  |
| M edium | Yes | A2 | 309.7 | Utility Pole |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 20210.5 | Utility Pole |  |  |  | Displacement |  |
| M edium | Yes | A9 | 42391.7 | Utility Pole |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 50376.4 | Utility Pole |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C3 | 19883.0 | Utility Pole |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C3 | 15735.6 |  |  | Guy Wire |  | Displacement |  |
| M edium | Yes | F2 | 12129.1 | Utility Pole |  |  |  |  |  |
| M edium | Yes | F2 | 13098.1 | Utility Pole |  |  |  |  |  |
| M edium | Yes | F2 | 13715.4 | Utility Pole |  |  |  |  |  |
| M edium | Yes | F2 | 13741.4 |  |  | Guy Wire |  |  |  |
| M edium | Yes | A9 | 31629.6 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 31480.9 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 36698.4 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 40256.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | E4 | 70.0 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 47821.1 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 47727.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 47569.5 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 47040.0 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 46817.5 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 46703.4 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 46672.0 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 46354.9 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 46189.9 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A9 | 46125.8 | Utility Pole |  |  |  |  |  |
| M edium | Yes | C3 | 20644.2 | Utility Pole |  |  |  |  |  |
| M edium | Yes | E1 | 2615.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | E1 | 3078.0 | Utility Pole |  |  |  |  |  |
| M edium | Yes | C3 | 17093.6 | Utility Pole |  |  |  |  |  |
| M edium | Yes | C3 | 17601.6 |  |  | Guy Wire |  |  |  |
| M edium | Yes | C3 | 17663.9 | Utility Pole |  |  |  |  |  |


| M edium | Yes | D6 | 3525.2 | Utility Pole |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | C9 | 7513.1 |  |  | Guy Wire |  |  |
| M edium | Yes | C9 | 5843.2 | Utility Pole |  |  |  |  |
| M edium | Yes | C9 | 5614.8 | Utility Pole |  |  |  |  |
| M edium | Yes | C9 | 5421.6 | Utility Pole |  |  |  |  |
| M edium | Yes | C9 | 5267.0 | Utility Pole |  |  |  |  |
| M edium | Yes | C3 | 10126.8 |  |  | Guy Wire |  |  |
| M edium | Yes | C3 | 9194.0 | Utility Pole |  |  |  |  |
| M edium | Yes | C7 | 3491.4 | Utility Pole |  |  |  |  |
| M edium | Yes | C7 | 4470.1 |  |  | Guy Wire |  |  |
| M edium | Yes | C7 | 4609.0 | Utility Pole |  |  |  |  |
| M edium | Yes | C7 | 4638.2 |  |  | Guy Wire |  |  |
| M edium | Yes | C7 | 4111.6 | Utility Pole |  |  |  |  |
| M edium | Yes | B1 | 10796.4 |  |  | Guy Wire |  |  |
| M edium | Yes | D1 | 5537.8 |  |  | Guy Wire |  |  |
| M edium | Yes | D1 | 1810.3 |  |  | Guy Wire |  |  |
| M edium | Yes | D1 | 422.7 |  |  | Guy Wire |  |  |
| M edium | Yes | A10 | 9993.9 |  |  | Guy Wire |  |  |
| M edium | Yes | A10 | 8430.4 |  |  | Guy Wire |  |  |
| M edium | Yes | A10 | 4236.7 | Utility Pole |  |  |  |  |
| M edium | Yes | A10 | 3780.3 | Utility Pole |  |  |  |  |
| M edium | Yes | A10 | 3440.5 | Utility Pole |  |  | signal pole |  |
| M edium | Yes | A10 | 3908.2 | Utility Pole |  |  |  |  |
| M edium | Yes | C6 | 885.5 | Utility Pole |  |  |  |  |
| M edium | Yes | B2 | 18023.0 | Utility Pole |  |  |  |  |
| M edium | Yes | B2 | 19014.2 | Utility Pole |  |  |  |  |
| M edium | Yes | B2 | 19114.0 | Utility Pole |  |  |  |  |
| M edium | Yes | C6 | 2850.8 |  |  | Guy Wire |  |  |
| M edium | Yes | C6 | 2828.2 | Utility Pole |  |  |  |  |
| M edium | Yes | C6 | 2608.6 | Utility Pole |  |  |  |  |
| M edium | Yes | C6 | 2188.2 | Utility Pole |  |  |  |  |
| M edium | Yes | C6 | 1437.8 |  |  | Guy Wire |  |  |
| M edium | Yes | C6 | 1010.2 |  | Veg | Guy Wire |  | Tree Well |
| M edium | Yes | C6 | 1612.7 | Utility Pole |  |  | fire hydrant |  |
| M edium | Yes | C6 | 701.6 |  |  | Guy Wire |  |  |
| M edium | Yes | C6 | 683.2 | Utility Pole |  |  |  |  |
| M edium | Yes | C6 | 464.3 | Utility Pole |  |  |  |  |
| M edium | Yes | C6 | 447.7 |  |  | Guy Wire |  |  |
| M edium | Yes | C6 | 309.8 |  |  | Guy Wire |  |  |
| M edium | Yes | C5 | 9658.1 |  |  | Guy Wire |  |  |
| M edium | Yes | C5 | 9611.2 | Utility Pole |  |  |  |  |
| M edium | Yes | C5 | 9124.9 | Utility Pole |  |  |  |  |
| M edium | Yes | C5 | 8890.6 |  | Veg | Guy Wire |  |  |
| M edium | Yes | C5 | 7087.9 |  |  | Guy Wire |  |  |
| M edium | Yes | C5 | 7135.5 | Utility Pole |  |  |  |  |
| M edium | Yes | C5 | 7372.2 | Utility Pole |  |  |  |  |
| M edium | Yes | C5 | 1933.5 |  |  | Guy Wire |  |  |
| M edium | Yes | C2 | 6454.2 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 4789.0 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 4687.5 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 4641.8 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 3685.9 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 3258.0 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 3068.5 |  |  | Guy Wire |  | Pot Hole |
| M edium | Yes | C2 | 2926.5 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 2906.9 |  |  | Guy Wire |  |  |
| M edium | Yes | C2 | 2815.1 |  |  | Guy Wire |  |  |
| M edium | Yes | C2 | 1878.6 |  |  | Guy Wire |  |  |
| M edium | Yes | C2 | 1897.7 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 2087.3 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 1756.4 | Utility Pole |  |  |  |  |
| M edium | Yes | C2 | 1502.3 | Utility Pole |  |  | bill board |  |
| M edium | Yes | C2 | 1172.4 | Utility Pole |  |  |  |  |


| M edium | Yes | C2 | 730.5 | Utility Pole |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | C2 | 585.1 | Utility Pole |  |  |  |  |  |
| M edium | Yes | C2 | 1265.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C4 | 1491.0 |  |  | Guy Wire |  |  |  |
| M edium | Yes | C4 | 1554.8 |  |  | Guy Wire |  |  |  |
| M edium | Yes | C4 | 1889.6 |  |  | Guy Wire |  |  |  |
| M edium | Yes | C4 | 2099.0 | Utility Pole |  |  |  |  |  |
| M edium | Yes | C4 | 3181.3 | Utility Pole |  |  |  |  |  |
| M edium | Yes | C4 | 3343.5 | Utility Pole |  |  |  |  |  |
| Medium | Yes | C4 | 3355.4 |  |  | Guy Wire |  |  |  |
| M edium | Yes | A1 | 3389.1 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A1 | 3110.1 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A1 | 5147.5 | Other |  | Guy Wire |  |  |  |
| M edium | Yes | A1 | 4259.4 | Other |  | Guy Wire |  |  |  |
| M edium | Yes | A2 | 404.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A2 | 183.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A2 | 397.3 | Utility Pole |  |  |  |  |  |
| M edium | Yes | E6 | 788.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A2 | 1793.4 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A2 | 1387.5 |  |  | Guy Wire |  |  |  |
| M edium | Yes | A2 | 1354.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A2 | 1200.1 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A2 | 1172.4 |  |  | Guy Wire |  |  |  |
| M edium | Yes | A2 | 1061.6 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A2 | 590.1 |  |  | Guy Wire |  |  |  |
| M edium | Yes | A3 | 1758.4 |  |  | Guy Wire |  |  |  |
| M edium | Yes | A3 | 1846.8 |  |  | Guy Wire |  |  |  |
| M edium | Yes | A4 | 2391.8 |  |  | Guy Wire |  |  | Displacement |
| Medium | Yes | A4 | 988.3 |  |  | Guy Wire |  |  |  |
| M edium | Yes | A4 | 788.0 |  |  | Guy Wire |  |  |  |
| M edium | Yes | A4 | 3648.6 |  |  | Guy Wire |  |  |  |
| Medium | Yes | A6 | 4597.4 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A6 | 4657.6 | Utility Pole |  |  |  |  |  |
| M edium | Yes | A6 | 4321.6 | Utility Pole | Veg |  |  |  |  |
| M edium | Yes | A6 | 438.9 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 25083.8 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 4941.8 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B5 | 4347.6 |  |  | Guy Wire |  |  |  |
| M edium | Yes | B5 | 4984.6 |  |  | Guy Wire |  |  |  |
| M edium | Yes | B5 | 5589.1 |  |  | Guy Wire |  |  |  |
| M edium | Yes | B5 | 6316.8 |  |  | Guy Wire |  |  |  |
| M edium | Yes | B5 | 8855.8 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B5 | 9087.5 |  |  | Guy Wire |  |  |  |
| M edium | Yes | B5 | 9476.4 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B5 | 9666.3 |  |  | Guy Wire |  |  |  |
| Medium | Yes | B5 | 9703.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 9827.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 9954.0 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B5 | 10097.0 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B5 | 10251.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 10463.8 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B5 | 10478.9 |  |  | Guy Wire |  |  |  |
| M edium | Yes | B5 | 10571.4 | Utility Pole |  |  |  |  |  |
| M edium | Yes | E8 | 526.6 |  |  | Guy Wire |  |  |  |
| M edium | Yes | E8 | 531.0 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B5 | 16542.9 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B5 | 16410.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B10 | 3988.0 |  |  | Guy Wire |  |  |  |
| M edium | Yes | B10 | 2858.6 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B10 | 5279.6 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B10 | 5683.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | B10 | 5502.1 | Utility Pole |  |  |  |  |  |
| Medium | Yes | B10 | 5448.3 | Utility Pole |  |  |  |  |  |



| M edium | Yes | D6 | 5028.0 |  |  | Guy Wire |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | D6 | 4630.0 | Utility Pole |  |  |  |  |  |
| M edium | Yes | D6 | 4528.4 | Utility Pole |  |  |  |  |  |
| M edium | Yes | D6 | 4351.7 | Utility Pole |  |  |  |  |  |
| M edium | Yes | D6 | 4240.8 | Utility Pole |  |  |  |  |  |
| M edium | Yes | D5 | 2254.0 | Utility Pole |  |  |  |  |  |
| M edium | Yes | C9 | 6220.8 |  |  | Guy Wire |  |  |  |
| M edium | Yes | C3 | 6231.2 |  |  | Guy Wire |  |  |  |
| M edium | Yes | C5 | 6996.1 | Utility Pole |  |  |  |  |  |
| M edium | Yes | C3 | 9332.0 |  |  | Guy Wire |  |  |  |
| M edium | Yes | B5 | 802.7 |  |  |  |  | Pot Hole |  |
| M edium | Yes | B5 | 828.7 |  |  |  |  | Pot Hole |  |
| M edium | Yes | B5 | 1072.7 |  |  |  |  | Pot Hole |  |
| M edium | Yes | B5 | 1068.3 |  |  |  |  | Utility Cover |  |
| M edium | Yes | B5 | 1190.5 |  |  |  |  | Pot Hole |  |
| M edium | Yes | B5 | 1206.3 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A10 | 1739.5 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 255.0 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 962.8 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F1 | 2273.5 |  |  |  |  | Displacement |  |
| M edium | Yes | F1 | 2451.6 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 3604.5 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 4816.1 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 5353.4 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 5649.5 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 6037.4 |  |  |  |  | Utility Cover |  |
| M edium | Yes | F2 | 6590.5 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 7449.9 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 7511.3 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 7598.4 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 8266.8 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 8623.5 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 9109.4 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 9317.8 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 9579.4 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 9889.3 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 9914.0 |  |  |  |  | Utility Cover |  |
| M edium | Yes | F2 | 9975.4 | Veg |  | Veg |  |  |  |
| M edium | Yes | F2 | 13223.7 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 13408.9 |  |  | Veg |  |  |  |
| M edium | Yes | F2 | 13607.4 | Veg |  | Veg |  |  |  |
| M edium | Yes | F2 | 13995.0 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 13666.6 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 13184.0 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 12815.9 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F2 | 12764.4 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 12632.9 |  |  |  |  | Displacement |  |
| M edium | Yes | F4 | 479.6 |  |  |  |  | Utility Cover |  |
| M edium | Yes | F4 | 830.2 |  |  |  |  | Utility Cover |  |
| M edium | Yes | F4 | 1250.1 | Veg |  | Veg |  |  |  |
| M edium | Yes | F4 | 1284.2 |  |  |  |  | Utility Cover |  |
| M edium | Yes | F4 | 2518.0 | Veg |  | Veg |  |  |  |
| M edium | Yes | F4 | 3213.9 | Veg |  | Veg |  |  |  |
| M edium | Yes | F4 | 3313.4 | Veg |  | Veg |  |  |  |
| M edium | Yes | F4 | 3436.7 | Veg |  | Veg |  |  |  |
| M edium | Yes | F4 | 3530.2 | Veg |  | Veg |  |  |  |
| M edium | Yes | A8 | 1019.1 |  |  |  |  | Pot Hole |  |
| M edium | Yes | F5 | 2656.8 |  |  |  |  | Utility Cover |  |
| M edium | Yes | F5 | 1408.6 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A7 | 1863.0 | Veg | Veg | Veg |  |  |  |
| M edium | Yes | A7 | 2625.6 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A8 | 421.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A8 | 1039.4 |  |  |  |  | Displacement |  |


| M edium | Yes | A9 | 21076.5 |  |  |  | Pot Hole |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | A9 | 21353.1 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 21854.4 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 21994.4 | Veg | Veg |  |  |  |
| M edium | Yes | A9 | 21708.0 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 22196.3 |  |  | rough crossing | Pot Hole |  |
| M edium | Yes | A9 | 22389.2 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 22799.2 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 23078.0 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 23104.1 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 23141.0 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 23598.5 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 23701.6 |  |  | rough crossing | Utility Cover |  |
| M edium | Yes | A9 | 24237.7 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 24645.6 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 24645.6 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 24699.7 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 25012.8 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 25026.2 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 25053.8 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 25059.7 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 25241.8 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 25273.2 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 25329.6 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A9 | 25439.5 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 25463.2 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 25483.0 |  |  |  | Displacement | Pot Hole |
| M edium | Yes | A9 | 25526.2 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 25537.0 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 25646.2 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 25648.8 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 25668.9 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 25934.9 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 26037.5 |  |  | rough crossing | Pot Hole |  |
| M edium | Yes | A9 | 26272.4 |  |  |  | Tree Well |  |
| Medium | Yes | A9 | 26443.7 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 26453.0 |  |  |  | Tree Well |  |
| M edium | Yes | A9 | 26542.2 |  |  | rough crossing | Displacement |  |
| M edium | Yes | A9 | 26510.1 |  |  | rough crossing | Displacement |  |
| M edium | Yes | A9 | 26579.8 |  |  | in crosswalk | Pot Hole |  |
| Medium | Yes | A9 | 26812.8 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 26827.1 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 28086.6 |  |  |  | Pot Hole | Utility Cover |
| M edium | Yes | A9 | 28302.2 |  |  |  | Tree Well |  |
| M edium | Yes | A9 | 29274.0 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 29353.3 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 29368.7 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 29705.8 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 30060.7 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 30365.2 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 30394.6 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 30804.2 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 30843.9 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 31103.0 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 35260.3 |  |  |  | Utility Cover | Pot Hole |
| Medium | Yes | A9 | 34886.4 |  |  |  | Displacement | Pot Hole |
| Medium | Yes | A9 | 34822.7 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 34741.8 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 34713.0 |  |  |  | Utility Cover |  |
| Medium | Yes | A9 | 34686.6 |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 34601.3 |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 34478.8 |  |  |  | Pot Hole |  |
| Medium | Yes | A9 | 34440.6 |  |  |  | Pot Hole |  |


| M edium | Yes | A9 | 34405.2 |  |  |  |  | Pot Hole |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | A9 | 34009.0 |  |  |  |  | Displacement | Pot Hole |
| M edium | Yes | A9 | 33903.7 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A9 | 33758.1 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A9 | 32099.9 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A9 | 31593.9 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A9 | 35361.1 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 35384.3 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 35410.7 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 35592.2 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 36085.4 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 36577.1 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 36657.1 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 36688.6 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 36731.1 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 42802.3 | Veg |  | Veg |  |  |  |
| M edium | Yes | D7 | 31.1 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 42093.3 |  |  |  | pot hole | Utility Cover | Displacement |
| M edium | Yes | A9 | 42044.5 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A9 | 42021.4 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 41765.4 | Veg | Veg | Veg |  | Utility Cover | Pot Hole |
| M edium | Yes | A9 | 41601.1 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 41568.7 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 41403.4 |  |  |  |  | Displacement |  |
| M edium | Yes | A9 | 41045.5 |  |  |  |  | Displacement |  |
| M edium | Yes | A9 | 40974.7 | Veg |  | Veg |  |  |  |
| M edium | Yes | A9 | 40883.7 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 40680.6 |  |  |  |  | Displacement |  |
| M edium | Yes | A9 | 40345.2 |  |  |  |  | Displacement |  |
| M edium | Yes | A9 | 40238.1 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 40205.5 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 40167.5 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 40118.6 |  |  |  |  | Pot Hole | Utility Cover |
| M edium | Yes | A9 | 38881.1 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 38859.9 | Rough Xing |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 38344.7 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 38148.3 | Veg |  | Veg |  |  |  |
| M edium | Yes | A9 | 38104.4 | Veg |  | Veg |  |  |  |
| M edium | Yes | A9 | 38046.6 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 37740.2 | Veg |  | Veg |  |  |  |
| M edium | Yes | A9 | 37691.9 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 37544.4 | Veg | Other | Veg |  |  |  |
| M edium | Yes | A9 | 37429.6 | Veg |  | Veg |  |  |  |
| M edium | Yes | A9 | 37339.8 |  |  |  |  | Displacement |  |
| M edium | Yes | A9 | 37290.5 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 36962.6 | Veg |  | Veg |  |  |  |
| M edium | Yes | A9 | 51188.7 | Veg | Veg | Veg |  |  |  |
| M edium | Yes | A9 | 51262.7 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 51164.3 | Veg | Veg | Veg |  | Utility Cover |  |
| M edium | Yes | A9 | 50066.2 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 49978.8 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A9 | 49896.8 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 49060.9 |  |  |  |  | Displacement |  |
| M edium | Yes | A9 | 48946.7 |  |  |  |  | Displacement |  |
| M edium | Yes | A9 | 48818.8 |  |  |  |  | Displacement |  |
| M edium | Yes | A9 | 48706.8 |  |  |  | asphalt patch | Displacement |  |
| M edium | Yes | A9 | 48268.6 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 46800.8 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 45810.8 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A9 | 43460.1 | Veg |  | Veg |  |  |  |
| M edium | Yes | A9 | 43415.4 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A9 | 43274.8 |  |  |  |  | Pot Hole |  |
| M edium | Yes | A9 | 43429.6 |  |  |  |  | Utility Cover |  |


| M edium | Yes | A9 | 43641.7 |  |  | Utility Cover |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | E4 | 5734.9 |  |  | Pot Hole |  |
| M edium | Yes | E4 | 5690.1 |  |  | Displacement |  |
| M edium | Yes | E4 | 5659.2 |  |  | Pot Hole |  |
| M edium | Yes | E4 | 5638.7 |  |  | Displacement |  |
| M edium | Yes | E4 | 5562.2 |  |  | Displacement |  |
| M edium | Yes | E4 | 1316.4 | Veg | Veg |  |  |
| M edium | Yes | E4 | 1139.8 |  |  | Displacement |  |
| M edium | Yes | E5 | 401.0 | Veg | Veg |  |  |
| M edium | Yes | E5 | 306.4 | Veg | Veg |  |  |
| M edium | Yes | E5 | 195.4 |  |  | Pot Hole |  |
| M edium | Yes | E4 | 901.4 |  |  | Displacement |  |
| M edium | Yes | E4 | 765.3 | Veg | Veg |  |  |
| M edium | Yes | E4 | 728.9 | Veg | Veg |  |  |
| M edium | Yes | E4 | 603.0 |  |  | Displacement |  |
| M edium | Yes | E4 | 559.5 |  |  | Displacement |  |
| M edium | Yes | E4 | 377.8 |  |  | Displacement |  |
| M edium | Yes | E4 | 235.9 |  |  | Pot Hole |  |
| M edium | Yes | E1 | 6760.5 |  |  | Displacement |  |
| M edium | Yes | E1 | 6855.1 |  |  | Pot Hole |  |
| M edium | Yes | E1 | 7328.6 | Veg | Veg |  |  |
| M edium | Yes | E1 | 7613.0 |  |  | Displacement |  |
| M edium | Yes | E1 | 7663.0 |  |  | Displacement |  |
| M edium | Yes | E1 | 7739.5 | Veg | Veg |  |  |
| M edium | Yes | E1 | 7830.4 |  |  | Pot Hole |  |
| M edium | Yes | E1 | 8100.9 |  |  | Pot Hole |  |
| M edium | Yes | E1 | 8507.8 |  |  | Pot Hole |  |
| M edium | Yes | E1 | 8640.9 | Veg | Veg |  |  |
| M edium | Yes | E1 | 8964.4 |  |  | Displacement |  |
| M edium | Yes | E1 | 9284.3 |  |  | Pot Hole |  |
| M edium | Yes | E1 | 9325.1 |  |  | Displacement |  |
| M edium | Yes | E1 | 9391.5 |  |  | Displacement |  |
| M edium | Yes | E1 | 9651.2 |  |  | Displacement |  |
| M edium | Yes | E1 | 9706.4 |  |  | Displacement |  |
| M edium | Yes | E1 | 9761.7 |  |  | Pot Hole | Pot Hole |
| M edium | Yes | E1 | 9800.4 |  |  | Pot Hole | Pot Hole |
| M edium | Yes | E1 | 9814.0 |  |  | Pot Hole |  |
| M edium | Yes | E1 | 9734.2 |  |  | Pot Hole | Pot Hole |
| M edium | Yes | E1 | 9822.5 |  |  | Pot Hole | Pot Hole |
| M edium | Yes | E1 | 10097.3 |  |  | Pot Hole | Pot Hole |
| M edium | Yes | E1 | 10826.8 |  |  | Displacement |  |
| M edium | Yes | E1 | 11057.4 | Veg | Veg |  |  |
| M edium | Yes | E10 | 1497.4 |  |  | Displacement |  |
| M edium | Yes | E10 | 826.1 |  |  | Displacement |  |
| M edium | Yes | E10 | 676.0 |  |  | Pot Hole |  |
| M edium | Yes | E10 | 404.8 |  |  | Displacement |  |
| M edium | Yes | E10 | 339.4 |  |  | Displacement |  |
| M edium | Yes | E2 | 1626.1 |  |  | Displacement |  |
| M edium | Yes | E2 | 1476.2 |  |  | Displacement |  |
| M edium | Yes | E2 | 1197.3 |  |  | Utility Cover |  |
| M edium | Yes | E2 | 1381.3 |  |  | Utility Cover |  |
| M edium | Yes | C3 | 25754.9 |  |  | Pot Hole | Pot Hole |
| M edium | Yes | C3 | 24218.0 |  |  | Displacement |  |
| M edium | Yes | C3 | 24173.2 | Veg | Veg |  |  |
| M edium | Yes | C3 | 24142.0 |  |  | Displacement |  |
| M edium | Yes | C3 | 23905.7 |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 23324.1 | Veg | Veg |  |  |
| M edium | Yes | C3 | 22823.1 |  |  | Displacement |  |
| M edium | Yes | C3 | 22351.3 |  |  | Displacement |  |
| M edium | Yes | C3 | 21774.6 | Veg | Veg |  |  |
| M edium | Yes | C3 | 20739.7 |  |  | Displacement |  |
| M edium | Yes | D8 | 113.2 |  |  | Pot Hole |  |
| Medium | Yes | D8 | 204.1 |  |  | Pot Hole |  |


| M edium | Yes | D8 | 235.3 |  |  |  | Utility Cover |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | A9 | 43262.0 |  |  |  | Pot Hole |  |
| M edium | Yes | D8 | 732.7 |  |  |  | Displacement |  |
| M edium | Yes | C3 | 19101.8 |  |  |  | Utility Cover |  |
| M edium | Yes | C3 | 18552.9 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 2298.8 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 2347.9 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 2451.4 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 2505.8 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 2529.7 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 2752.7 |  |  |  | Utility Cover |  |
| M edium | Yes | D7 | 2954.4 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 3064.5 |  |  |  | Utility Cover |  |
| M edium | Yes | D7 | 3091.0 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 3269.4 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 3521.3 |  |  |  | Pot Hole |  |
| M edium | Yes | D7 | 3553.7 |  |  |  | Utility Cover | Pot Hole |
| M edium | Yes | D7 | 3830.8 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 4122.5 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 4264.2 |  |  |  | Pot Hole |  |
| M edium | Yes | E1 | 423.4 |  |  |  | Utility Cover |  |
| M edium | Yes | E1 | 242.1 |  |  |  | Pot Hole |  |
| M edium | Yes | E1 | 107.2 |  |  |  | Pot Hole |  |
| M edium | Yes | E1 | 1097.8 |  |  |  | Pot Hole |  |
| M edium | Yes | E1 | 1549.2 |  |  |  | Displacement |  |
| M edium | Yes | E1 | 1856.3 |  |  |  | Displacement |  |
| M edium | Yes | E1 | 2187.5 |  |  |  | Displacement |  |
| M edium | Yes | E1 | 3008.6 |  |  |  | Utility Cover |  |
| M edium | Yes | E1 | 3267.5 | Veg | Veg |  |  |  |
| M edium | Yes | E1 | 3581.3 | Veg | Veg |  | Pot Hole |  |
| M edium | Yes | E1 | 3678.4 |  |  |  | Pot Hole |  |
| M edium | Yes | E1 | 3851.6 |  |  |  | Pot Hole |  |
| M edium | Yes | E1 | 3952.2 |  |  |  | Utility Cover |  |
| M edium | Yes | E1 | 3981.9 |  |  |  | Utility Cover |  |
| M edium | Yes | E1 | 4009.1 |  |  |  | Pot Hole |  |
| M edium | Yes | E1 | 4417.6 |  |  |  | Displacement |  |
| M edium | Yes | E1 | 4942.9 |  |  |  | Pot Hole |  |
| M edium | Yes | E1 | 6318.4 |  |  |  | Displacement |  |
| M edium | Yes | E3 | 2400.4 |  |  |  | Utility Cover |  |
| M edium | Yes | E3 | 1691.7 |  |  |  | Displacement |  |
| M edium | Yes | E3 | 1642.8 |  |  |  | Displacement |  |
| M edium | Yes | E3 | 1655.9 |  |  |  | Displacement |  |
| M edium | Yes | E3 | 1626.5 |  |  |  | Pot Hole |  |
| M edium | Yes | E3 | 1436.3 |  |  |  | Displacement |  |
| M edium | Yes | E3 | 1370.8 |  |  |  | Utility Cover |  |
| M edium | Yes | E3 | 967.5 |  |  |  | Utility Cover |  |
| M edium | Yes | E3 | 826.6 |  |  |  | Displacement |  |
| M edium | Yes | E3 | 787.2 |  |  |  | Utility Cover |  |
| M edium | Yes | E3 | 687.2 |  |  |  | Displacement |  |
| M edium | Yes | E3 | 621.7 |  |  |  | Displacement |  |
| M edium | Yes | E3 | 467.6 |  |  |  | Utility Cover |  |
| M edium | Yes | E3 | 441.4 | Rough Xing |  |  | Pot Hole |  |
| M edium | Yes | E3 | 364.3 |  |  |  | Displacement |  |
| M edium | Yes | E3 | 180.8 |  |  |  | Utility Cover |  |
| M edium | Yes | C3 | 13522.5 |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 13913.9 |  |  |  | Displacement |  |
| M edium | Yes | C3 | 14041.2 |  |  | FOOTPRINTS | Pot Hole |  |
| M edium | Yes | C3 | 14670.7 | Veg | Veg |  |  |  |
| M edium | Yes | C3 | 14689.9 | Veg | Veg |  |  |  |
| M edium | Yes | C3 | 15043.0 | Veg | Veg |  |  |  |
| M edium | Yes | C3 | 15067.5 |  |  |  | Displacement |  |
| M edium | Yes | C3 | 15070.1 |  |  |  | Displacement |  |
| Medium | Yes | C3 | 15094.7 |  |  | X2 | Displacement |  |


| M edium | Yes | C3 | 15140.5 |  |  |  | Utility Cover |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | C3 | 15200.1 |  |  |  | Displacement |  |
| M edium | Yes | C3 | 15224.5 |  |  | X4 | Pot Hole |  |
| M edium | Yes | C3 | 16029.1 |  |  | X2 | Utility Cover |  |
| M edium | Yes | C3 | 16099.6 |  |  | SEVERAL | Pot Hole | Pot Hole |
| M edium | Yes | C3 | 16220.1 |  |  |  | Displacement |  |
| M edium | Yes | C3 | 16271.6 |  |  | very severe | Displacement |  |
| M edium | Yes | C3 | 16925.9 |  |  |  | Utility Cover |  |
| M edium | Yes | C3 | 17023.2 |  |  |  | Displacement |  |
| M edium | Yes | C3 | 17044.8 |  |  |  | Displacement |  |
| M edium | Yes | C3 | 17727.1 |  |  |  | Utility Cover |  |
| M edium | Yes | C3 | 18191.2 |  |  | x3 | Pot Hole | Displacement |
| M edium | Yes | C3 | 18253.4 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | D7 | 1735.9 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | D7 | 1623.1 |  |  |  | Utility Cover |  |
| M edium | Yes | D7 | 1526.1 |  |  |  | Utility Cover |  |
| M edium | Yes | D7 | 1416.5 |  |  |  | Utility Cover |  |
| M edium | Yes | D7 | 1266.2 |  | Veg |  |  |  |
| M edium | Yes | D7 | 1239.0 | Veg | Veg | several trees |  |  |
| M edium | Yes | D7 | 1130.9 |  |  |  | Displacement |  |
| M edium | Yes | D7 | 1169.5 | Tree | Veg |  |  |  |
| M edium | Yes | D7 | 842.0 | Veg | Veg |  |  |  |
| M edium | Yes | D7 | 460.0 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 3749.8 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 3240.5 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 2908.8 |  |  | severe | Displacement |  |
| M edium | Yes | D6 | 2583.7 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | D6 | 2561.9 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 2507.8 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 2472.6 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 2345.2 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | D6 | 2224.7 |  |  |  | Utility Cover |  |
| M edium | Yes | D6 | 1794.1 |  |  |  | Utility Cover |  |
| M edium | Yes | D6 | 1296.0 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | D6 | 1072.1 |  |  |  | Tree Well | Pot Hole |
| M edium | Yes | D6 | 1047.8 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 939.4 |  |  |  | Displacement | Tree Well |
| M edium | Yes | D6 | 847.3 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 611.9 |  |  |  | Tree Well |  |
| M edium | Yes | D6 | 465.7 |  |  |  | Tree Well |  |
| M edium | Yes | D6 | 270.6 |  |  |  | Displacement | Tree Well |
| M edium | Yes | D6 | 165.9 |  |  |  | Pot Hole | Tree Well |
| M edium | Yes | D6 | 164.7 | Veg | Veg |  |  |  |
| M edium | Yes | D6 | 115.5 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 181.5 |  |  | x2 | Pot Hole |  |
| M edium | Yes | D6 | 1751.8 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 2025.4 |  |  |  | Displacement |  |
| M edium | Yes | D6 | 2101.3 |  |  |  | Utility Cover | Pot Hole |
| M edium | Yes | D6 | 2282.7 |  |  |  | Utility Cover |  |
| M edium | Yes | D6 | 2531.8 | Veg | Veg |  |  |  |
| M edium | Yes | D6 | 3492.0 | Veg | Veg |  |  |  |
| M edium | Yes | D4 | 2102.6 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 2045.3 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 1944.2 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 1995.8 | Veg | Veg |  |  |  |
| M edium | Yes | D4 | 2042.5 | Veg | Veg |  |  |  |
| M edium | Yes | D4 | 2097.2 | Veg | Veg |  |  |  |
| M edium | Yes | D4 | 2141.2 | Veg | Veg |  |  |  |
| M edium | Yes | D4 | 2169.8 | Veg | Veg |  |  |  |
| M edium | Yes | D4 | 2271.1 | Veg | Veg |  |  |  |
| M edium | Yes | D4 | 2398.9 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 5839.5 |  |  |  | Pot Hole |  |
| M edium | Yes | D4 | 2554.5 |  |  |  | Displacement |  |


| M edium | Yes | D4 | 2733.5 |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | D4 | 2811.5 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 4029.3 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 4078.7 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 4482.4 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 4958.9 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 5548.4 |  |  |  | Pot Hole |  |
| M edium | Yes | D4 | 5561.4 |  |  |  | Pot Hole |  |
| M edium | Yes | D4 | 5626.4 |  |  | x4 | Pot Hole |  |
| M edium | Yes | D4 | 5773.0 | Veg | Veg |  |  |  |
| M edium | Yes | D4 | 5814.6 | Veg | Veg |  |  |  |
| M edium | Yes | D4 | 6363.8 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 6178.0 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 5859.7 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 5673.5 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 5380.0 |  |  |  | Displacement |  |
| M edium | Yes | D4 | 5219.3 |  |  |  | Pot Hole | Displacement |
| M edium | Yes | C9 | 8098.0 | Veg | Veg |  |  |  |
| M edium | Yes | C9 | 8022.0 | Veg | Veg |  |  |  |
| M edium | Yes | C9 | 7802.1 | Veg | Veg |  |  |  |
| M edium | Yes | C9 | 7679.0 |  |  |  | Utility Cover | Displacement |
| M edium | Yes | C9 | 7580.8 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 5801.0 |  |  |  | Pot Hole |  |
| M edium | Yes | C9 | 5649.9 |  |  |  | Pot Hole |  |
| M edium | Yes | C9 | 5590.2 |  |  |  | Pot Hole |  |
| M edium | Yes | C9 | 5467.3 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 5286.3 | Veg | Veg |  |  |  |
| M edium | Yes | C3 | 11333.3 | Veg | Veg |  |  |  |
| M edium | Yes | C3 | 11398.4 |  | Veg |  |  |  |
| M edium | Yes | C3 | 11424.4 |  | Veg |  |  |  |
| M edium | Yes | C9 | 5026.5 |  | Veg |  |  |  |
| M edium | Yes | C9 | 5286.6 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 4787.8 |  |  |  | Utility Cover |  |
| M edium | Yes | C9 | 4433.8 |  |  |  | Utility Cover |  |
| M edium | Yes | C9 | 4311.5 | Veg | Veg |  |  |  |
| M edium | Yes | C9 | 4223.4 |  | Veg |  |  |  |
| M edium | Yes | C9 | 4107.6 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 4084.1 |  | Veg |  |  |  |
| M edium | Yes | C9 | 3845.9 |  | Veg |  |  |  |
| M edium | Yes | C9 | 3768.6 |  | Veg |  |  |  |
| M edium | Yes | C9 | 3268.9 |  |  |  | Pot Hole |  |
| M edium | Yes | C9 | 2854.0 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 2811.1 |  | Veg |  |  |  |
| M edium | Yes | C9 | 1640.6 |  |  |  | Utility Cover |  |
| M edium | Yes | C9 | 1477.6 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 1451.8 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 1108.6 |  |  |  | Pot Hole |  |
| M edium | Yes | C9 | 1093.6 |  |  |  | Pot Hole |  |
| M edium | Yes | C9 | 1046.4 |  |  |  | Pot Hole |  |
| M edium | Yes | C9 | 830.8 |  |  |  | Pot Hole |  |
| M edium | Yes | C9 | 571.1 |  |  |  | Pot Hole |  |
| M edium | Yes | C9 | 360.8 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 294.3 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 279.3 |  |  |  | Pot Hole |  |
| M edium | Yes | C3 | 9515.1 |  |  |  | Pot Hole |  |
| M edium | Yes | C3 | 9543.9 |  |  |  | Pot Hole |  |
| M edium | Yes | C3 | 9577.6 |  |  |  | Pot Hole |  |
| M edium | Yes | C3 | 439.4 |  |  |  | Pot Hole |  |
| M edium | Yes | C3 | 4980.1 |  | Veg |  |  |  |
| M edium | Yes | C3 | 4386.8 |  | Veg |  |  |  |
| M edium | Yes | C3 | 8309.8 |  |  |  | Utility Cover |  |
| M edium | Yes | C3 | 8982.1 |  |  |  | Displacement |  |
| M edium | Yes | C3 | 9290.1 | Veg | Veg |  |  |  |


| M edium | Yes | C10 | 313.4 | Veg |  | Veg |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | C10 | 509.1 | Veg |  | Veg |  |  |  |
| Medium | Yes | C10 | 589.2 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C8 | 286.8 |  |  |  |  | Utility Cover |  |
| M edium | Yes | C8 | 1481.0 |  |  |  |  | Displacement |  |
| M edium | Yes | C8 | 1573.1 |  |  |  |  | Displacement |  |
| M edium | Yes | C8 | 1592.9 |  |  |  |  | Displacement |  |
| M edium | Yes | C8 | 523.4 |  |  | Veg |  |  |  |
| M edium | Yes | C8 | 330.4 |  |  | Veg |  |  |  |
| M edium | Yes | C7 | 77.2 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 248.3 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 303.8 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C7 | 333.0 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C7 | 742.0 |  |  |  | tree root | Displacement |  |
| M edium | Yes | C7 | 1691.1 |  |  | Veg |  |  |  |
| M edium | Yes | C7 | 2136.2 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 2638.2 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C7 | 2875.4 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C7 | 2888.5 |  |  | Veg |  |  |  |
| Medium | Yes | C7 | 2888.6 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 3027.5 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 3044.8 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C7 | 3342.3 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 3615.7 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 3634.7 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 3927.0 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 4198.2 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 4883.8 |  | Veg |  |  | Displacement |  |
| Medium | Yes | C7 | 4709.5 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 4327.9 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 3630.0 |  |  |  |  | Utility Cover |  |
| M edium | Yes | C7 | 3324.4 |  |  |  |  | Displacement | Pot Hole |
| M edium | Yes | C7 | 3047.4 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 3019.4 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C7 | 2773.9 |  |  | Veg |  |  |  |
| M edium | Yes | C7 | 2591.6 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C7 | 2253.0 |  |  |  |  | Displacement |  |
| Medium | Yes | C7 | 2124.4 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 1931.4 |  |  | Veg |  |  |  |
| M edium | Yes | C7 | 1864.2 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 1690.2 |  |  | Veg |  |  |  |
| M edium | Yes | C7 | 1608.4 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 1509.0 |  |  | Veg |  |  |  |
| M edium | Yes | C7 | 628.5 |  |  |  |  | Displacement |  |
| M edium | Yes | C7 | 128.2 |  |  |  |  | Displacement |  |
| M edium | Yes | B1 | 15697.6 |  |  |  |  | Displacement |  |
| M edium | Yes | B1 | 15431.9 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 13706.2 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B1 | 12018.3 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B1 | 11729.1 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 11182.1 | Veg |  | Veg |  |  |  |
| M edium | Yes | B1 | 10392.7 | Veg |  | Veg |  |  |  |
| M edium | Yes | B1 | 10534.2 |  |  |  |  | Displacement |  |
| M edium | Yes | B1 | 11174.6 | Veg |  | Veg |  |  |  |
| M edium | Yes | B1 | 12186.0 | Veg |  | Veg |  |  |  |
| M edium | Yes | B1 | 13411.6 |  |  |  |  | Utility Cover |  |
| Medium | Yes | B1 | 14161.3 |  |  |  |  | Displacement | Pot Hole |
| Medium | Yes | B1 | 14281.9 |  |  |  |  | Displacement |  |
| Medium | Yes | B1 | 14888.8 |  |  |  |  | Displacement |  |
| M edium | Yes | B1 | 15764.6 |  |  |  |  | Displacement |  |
| M edium | Yes | B1 | 15812.9 |  |  |  |  | Displacement |  |
| M edium | Yes | D1 | 4851.5 | Veg |  | Veg |  |  |  |
| Medium | Yes | D1 | 5041.3 |  |  |  |  | Pot Hole | Pot Hole |


| M edium | Yes | D1 | 5069.0 |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | D1 | 5436.3 | Veg |  | Veg |  |  |
| M edium | Yes | D1 | 4099.0 |  |  |  | Utility Cover |  |
| M edium | Yes | D1 | 4112.0 |  |  |  | Pot Hole |  |
| M edium | Yes | D1 | 4290.2 |  |  |  | Pot Hole |  |
| M edium | Yes | D1 | 4260.9 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 4168.4 |  |  | Veg |  |  |
| M edium | Yes | D1 | 3686.3 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 3578.0 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 3556.9 |  |  | Veg |  |  |
| M edium | Yes | D1 | 3525.3 |  |  | Veg | Displacement |  |
| M edium | Yes | D1 | 3467.0 |  |  | Veg |  |  |
| M edium | Yes | D1 | 3353.3 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 3018.7 |  | Veg |  | Displacement |  |
| M edium | Yes | D1 | 2355.9 |  |  | Veg |  |  |
| M edium | Yes | D1 | 2271.3 |  |  | Veg |  |  |
| M edium | Yes | D1 | 1505.3 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 1441.9 |  |  |  | Pot Hole |  |
| M edium | Yes | D1 | 785.4 |  |  |  | Pot Hole |  |
| M edium | Yes | D1 | 774.8 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 81.6 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 760.9 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 1088.5 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 1129.4 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 1491.3 |  | Veg |  | Displacement |  |
| M edium | Yes | D1 | 1852.0 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 3138.9 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 3411.7 |  |  |  | Displacement |  |
| M edium | Yes | D1 | 3493.6 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 9839.6 |  |  |  | Utility Cover |  |
| M edium | Yes | A10 | 10079.9 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 10566.7 |  |  | Veg |  |  |
| M edium | Yes | A10 | 10630.1 |  |  | Veg |  |  |
| M edium | Yes | A10 | 6770.6 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 6807.2 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 7904.5 | Veg |  | Veg |  |  |
| M edium | Yes | A10 | 8841.5 |  |  |  | Utility Cover |  |
| M edium | Yes | A10 | 7687.1 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 7511.6 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 6990.9 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 6955.9 |  |  |  | Utility Cover |  |
| M edium | Yes | A10 | 6904.0 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 5936.7 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 5462.0 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 4909.5 | Veg |  | Veg |  |  |
| M edium | Yes | A10 | 4865.5 | Veg |  | Veg |  |  |
| M edium | Yes | A10 | 4614.4 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 4328.5 |  |  |  | Displacement | Displacement |
| M edium | Yes | A10 | 3654.6 | Veg | Veg | Veg |  |  |
| M edium | Yes | A10 | 3559.1 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 3148.7 |  |  |  | Utility Cover |  |
| M edium | Yes | A10 | 4259.6 |  |  |  | Displacement |  |
| M edium | Yes | A10 | 5061.8 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A10 | 5841.8 |  |  |  | Displacement |  |
| M edium | Yes | B3 | 1261.7 |  |  | Veg |  |  |
| M edium | Yes | B2 | 11293.6 |  |  |  | Displacement |  |
| M edium | Yes | B2 | 14211.2 |  |  |  | Pot Hole |  |
| M edium | Yes | B2 | 14483.1 |  |  |  | Pot Hole |  |
| M edium | Yes | B2 | 14344.1 |  |  |  | Pot Hole |  |
| M edium | Yes | B2 | 16032.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | B2 | 16023.7 |  |  |  | Pot Hole |  |
| M edium | Yes | B2 | 16984.5 | Rough Xing |  |  | Pot Hole |  |
| Medium | Yes | B2 | 17036.0 |  |  |  | Pot Hole |  |


| M edium | Yes | B2 | 17450.8 |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | D2 | 207.8 |  |  |  | Displacement |  |
| M edium | Yes | D2 | 230.7 |  |  |  | Displacement |  |
| Medium | Yes | D2 | 324.0 |  |  |  | Pot Hole |  |
| Medium | Yes | D2 | 399.6 |  |  |  | Displacement |  |
| M edium | Yes | D2 | 366.9 |  |  |  | Displacement |  |
| M edium | Yes | D2 | 526.9 |  |  |  | Utility Cover |  |
| M edium | Yes | D2 | 378.0 |  |  |  | Utility Cover |  |
| M edium | Yes | D2 | 324.9 |  |  |  | Displacement |  |
| M edium | Yes | D2 | 156.0 |  |  |  | Pot Hole |  |
| Medium | Yes | C6 | 2689.3 |  |  |  | Pot Hole |  |
| M edium | Yes | C6 | 2631.4 |  |  |  | Utility Cover |  |
| Medium | Yes | C6 | 2606.2 |  |  |  | Pot Hole |  |
| M edium | Yes | C6 | 2082.3 | Veg | Veg |  |  |  |
| M edium | Yes | C6 | 1903.2 |  | Veg |  |  |  |
| M edium | Yes | C6 | 1261.2 |  |  | x8 | Pot Hole |  |
| M edium | Yes | C6 | 1220.9 |  |  |  | Displacement |  |
| Medium | Yes | C6 | 1034.0 |  | Veg |  |  |  |
| M edium | Yes | C6 | 1114.7 | Veg |  |  | Displacement |  |
| Medium | Yes | C6 | 1562.2 |  |  |  | Pot Hole |  |
| M edium | Yes | C6 | 1775.6 |  |  |  | Utility Cover |  |
| M edium | Yes | C6 | 2027.9 |  | Veg |  |  |  |
| M edium | Yes | C6 | 2405.7 |  | Veg |  | Utility Cover |  |
| M edium | Yes | C6 | 2461.3 |  | Veg |  |  |  |
| M edium | Yes | C6 | 2498.9 |  | Veg |  |  |  |
| M edium | Yes | C6 | 714.5 |  |  |  | Utility Cover |  |
| M edium | Yes | C6 | 422.0 |  |  |  | Pot Hole |  |
| M edium | Yes | C6 | 368.7 |  |  |  | Pot Hole |  |
| M edium | Yes | C6 | 850.1 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 10545.5 |  |  |  | Pot Hole |  |
| M edium | Yes | C5 | 9130.6 |  |  |  | Displacement |  |
| M edium | Yes | C5 | 7992.8 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 7621.4 |  |  |  | Displacement |  |
| M edium | Yes | C5 | 7398.8 |  |  |  | Pot Hole |  |
| M edium | Yes | C5 | 7242.6 |  |  |  | Utility Cover |  |
| M edium | Yes | C5 | 6644.3 |  | Veg |  |  |  |
| M edium | Yes | C5 | 6440.0 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 6361.1 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 5740.9 |  |  |  | Utility Cover |  |
| M edium | Yes | C5 | 5607.7 |  |  |  | Displacement |  |
| M edium | Yes | C5 | 4328.5 |  |  |  | Utility Cover |  |
| M edium | Yes | C5 | 4259.8 |  |  |  | Pot Hole |  |
| M edium | Yes | C5 | 4190.2 |  | Veg |  |  |  |
| M edium | Yes | C5 | 4499.9 |  |  |  | Pot Hole |  |
| M edium | Yes | C5 | 4516.9 |  |  |  | Displacement |  |
| M edium | Yes | C5 | 5408.6 |  |  |  | Displacement |  |
| M edium | Yes | C5 | 5602.6 |  |  |  | Pot Hole |  |
| M edium | Yes | C5 | 5767.4 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 5800.3 |  |  |  | Displacement |  |
| M edium | Yes | C5 | 5839.3 |  |  |  | Displacement |  |
| M edium | Yes | C5 | 6245.8 |  |  |  | Utility Cover |  |
| M edium | Yes | C5 | 7193.6 |  |  |  | Displacement |  |
| Medium | Yes | C5 | 7642.2 |  |  |  | Utility Cover |  |
| M edium | Yes | C5 | 7721.5 |  |  |  | Pot Hole |  |
| M edium | Yes | C5 | 7828.3 |  |  |  | Pot Hole |  |
| M edium | Yes | C5 | 7930.9 |  |  |  | Utility Cover |  |
| M edium | Yes | C5 | 8190.4 |  |  |  | Pot Hole |  |
| M edium | Yes | C5 | 8260.0 |  |  |  | Pot Hole |  |
| Medium | Yes | C5 | 8292.9 |  |  | x6 | Pot Hole |  |
| M edium | Yes | C5 | 8349.9 |  |  |  | Displacement | Pot Hole |
| M edium | Yes | C5 | 2819.7 |  |  | x2 | Displacement | Pot Hole |
| Medium | Yes | C5 | 2520.3 |  |  |  | Utility Cover |  |
| Medium | Yes | C5 | 2475.7 |  |  |  | Pot Hole |  |


| M edium | Yes | C5 | 1724.2 |  |  | destroyed tile | Pot Hole | Pot Hole |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | C5 | 1793.9 |  |  |  | Displacement |  |
| M edium | Yes | C5 | 2408.4 |  |  | x2 | Displacement |  |
| M edium | Yes | C5 | 2832.4 |  |  |  | Utility Cover | Pot Hole |
| M edium | Yes | C5 | 2897.4 |  |  |  | Displacement |  |
| M edium | Yes | C5 | 3739.0 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | C5 | 3911.5 |  |  |  | Displacement |  |
| M edium | Yes | D3 | 1312.0 | Tree | Veg | x3 |  |  |
| M edium | Yes | D3 | 1539.3 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 6249.2 | Tree | Veg |  |  |  |
| M edium | Yes | C2 | 6236.3 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 6301.8 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 6155.4 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 4700.5 |  |  | severe | Utility Cover | Utility Cover |
| M edium | Yes | C2 | 4478.5 |  |  |  | Displacement | Pot Hole |
| M edium | Yes | C2 | 3832.9 |  |  |  | Utility Cover |  |
| M edium | Yes | C2 | 3607.6 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 3463.8 | Tree | Veg |  |  |  |
| M edium | Yes | C2 | 2488.8 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C2 | 2668.1 | Veg | Veg |  |  |  |
| M edium | Yes | C2 | 2573.4 | Veg | Veg |  |  |  |
| M edium | Yes | C2 | 2893.5 | Veg | Veg |  |  |  |
| M edium | Yes | C2 | 3127.7 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 3199.4 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 3320.4 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | C2 | 3496.7 |  |  | severe | Pot Hole | Utility Cover |
| M edium | Yes | C2 | 3542.5 | Veg | Veg |  |  |  |
| M edium | Yes | C2 | 3588.3 | Veg | Veg |  |  |  |
| M edium | Yes | C2 | 3725.4 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 2058.0 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 2091.5 |  | Veg |  |  |  |
| M edium | Yes | C2 | 2129.2 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 2028.8 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 1848.5 |  |  |  | Displacement | Utility Cover |
| M edium | Yes | C2 | 1780.3 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 1707.5 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 1576.5 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 1223.8 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 1199.9 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 897.8 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 781.8 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 762.8 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 706.0 |  |  | x2 | Displacement |  |
| M edium | Yes | C2 | 693.6 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 636.6 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 513.6 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 468.4 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 374.7 |  |  |  | Displacement |  |
| M edium | Yes | C2 | 299.0 |  |  |  | Displacement | Pot Hole |
| M edium | Yes | C4 | 675.2 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 453.9 |  | Veg |  |  |  |
| M edium | Yes | C2 | 563.8 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 762.2 |  |  |  | Pot Hole |  |
| M edium | Yes | C2 | 1012.3 |  |  |  | Utility Cover |  |
| M edium | Yes | C2 | 1570.9 |  |  |  | Utility Cover | Pot Hole |
| M edium | Yes | C4 | 5740.7 |  | Veg |  |  |  |
| M edium | Yes | C4 | 4522.4 |  | Veg |  |  |  |
| M edium | Yes | C4 | 4435.8 |  | Veg |  |  |  |
| M edium | Yes | C4 | 4354.1 |  | Veg |  |  |  |
| M edium | Yes | C4 | 4280.0 |  |  |  | Displacement |  |
| M edium | Yes | C4 | 4201.1 |  | Veg |  |  |  |
| M edium | Yes | C4 | 4167.7 |  | Veg |  |  |  |
| M edium | Yes | C4 | 4127.1 |  | Veg |  |  |  |


| M edium | Yes | C4 | 4099.5 |  |  | Veg |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C4 | 4080.2 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 4055.9 |  |  | Veg |  |  |  |
| Medium | Yes | C4 | 3631.6 |  |  | Veg |  |  |  |
| M edium | Yes | C4 | 3267.6 |  |  |  |  | Utility Cover |  |
| M edium | Yes | C4 | 3088.8 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 3029.6 |  |  |  |  | Utility Cover |  |
| M edium | Yes | C4 | 3013.9 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 2579.7 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C4 | 2461.4 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 2385.2 |  |  | Veg |  |  |  |
| M edium | Yes | C4 | 2352.6 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 2285.0 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 1409.4 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 1137.8 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 1031.0 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 991.6 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 909.5 |  |  |  |  | Utility Cover |  |
| Medium | Yes | C4 | 1013.0 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 1294.9 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 1715.5 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 1786.1 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 1888.1 |  |  |  |  | Utility Cover |  |
| M edium | Yes | C4 | 1924.9 |  |  |  |  | Utility Cover |  |
| M edium | Yes | C4 | 2120.0 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 2344.3 |  |  | Veg |  |  |  |
| M edium | Yes | C4 | 2350.4 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 2383.7 |  |  |  |  | Displacement |  |
| Medium | Yes | C4 | 2665.6 |  |  | Veg |  |  |  |
| M edium | Yes | C4 | 2704.7 |  |  |  |  | Displacement |  |
| Medium | Yes | C4 | 2772.2 |  |  | Veg |  |  |  |
| M edium | Yes | C4 | 3020.5 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 3202.4 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 3436.4 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 3595.3 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 3773.8 |  |  |  |  | Utility Cover |  |
| Medium | Yes | C4 | 3941.3 |  |  |  |  | Pot Hole |  |
| Medium | Yes | C4 | 4109.5 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 4083.9 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 4149.9 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 4731.5 |  |  |  |  | Displacement |  |
| M edium | Yes | C4 | 4944.5 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C4 | 5061.3 |  |  |  |  | Displacement |  |
| M edium | Yes | C5 | 952.6 |  |  |  |  | Displacement |  |
| M edium | Yes | C5 | 1070.0 |  |  | Veg |  |  |  |
| M edium | Yes | C5 | 1214.9 |  |  |  |  | Pot Hole |  |
| M edium | Yes | C5 | 1207.5 |  |  |  |  | Displacement |  |
| Medium | Yes | C5 | 1087.5 |  |  |  |  | Displacement |  |
| M edium | Yes | C5 | 1001.0 |  |  |  |  | Utility Cover |  |
| M edium | Yes | C5 | 892.7 |  |  |  |  | Pot Hole |  |
| Medium | Yes | A1 | 638.0 |  |  |  |  | Displacement |  |
| M edium | Yes | A1 | 1357.5 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A1 | 1451.6 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 1393.6 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A1 | 1354.7 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 1188.7 |  |  |  |  | Displacement |  |
| Medium | Yes | A1 | 970.7 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A1 | 677.4 | Veg |  | Veg |  |  |  |
| M edium | Yes | A1 | 2864.8 |  |  |  |  | Displacement |  |
| M edium | Yes | A1 | 2661.7 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 3122.7 |  |  |  | multiple obstructions | Displacement | Displacement |
| M edium | Yes | A1 | 3195.6 |  |  |  |  | Displacement |  |


| M edium | Yes | A1 | 3364.6 |  |  |  | horrible pavement condition | Displacement | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | A1 | 3405.9 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 3065.4 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A1 | 4705.9 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A1 | 5147.8 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A1 | 5171.2 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 5329.7 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 5824.9 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 5876.1 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 5633.5 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 5133.7 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A1 | 4723.0 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A1 | 4510.9 |  |  |  | 6 inch deep pot holes in driveway | Pot Hole | Pot Hole |
| M edium | Yes | A2 | 203.7 |  |  |  |  | Displacement |  |
| M edium | Yes | E6 | 496.7 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | E6 | 477.7 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | E6 | 175.9 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | E6 | 161.2 |  |  |  |  | Displacement |  |
| M edium | Yes | E6 | 130.6 |  |  |  | deteriorated sidewalk panel | Displacement | Displacement |
| M edium | Yes | E6 | 416.1 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | E6 | 471.9 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A2 | 537.3 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 621.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A2 | 1003.3 |  |  |  |  | Utility Cover |  |
| M edium | Yes | A2 | 1418.1 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 1721.8 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A2 | 2167.2 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 2294.0 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 2377.8 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 2435.1 |  |  |  | 2 inches | Displacement |  |
| M edium | Yes | A2 | 2450.5 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 2486.9 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 2385.5 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 2204.9 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 2158.3 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 1987.8 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 1930.8 |  |  |  |  | Displacement |  |
| M edium | Yes | A2 | 1887.6 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A2 | 1036.4 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A2 | 987.9 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A2 | 888.9 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A2 | 836.4 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A3 | 1130.8 |  |  |  |  | Displacement |  |
| M edium | Yes | A3 | 645.5 |  |  |  |  | Displacement |  |
| M edium | Yes | A3 | 1588.9 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 1636.3 |  |  |  |  | Displacement |  |
| M edium | Yes | A3 | 1701.0 |  |  |  |  | Displacement |  |
| M edium | Yes | A3 | 1783.8 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 1878.6 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 2206.1 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 2307.6 |  |  |  |  | Displacement |  |
| M edium | Yes | A3 | 2342.4 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A3 | 2765.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 3286.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 2438.1 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 2215.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 2175.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 1935.3 | Rough Xing |  |  |  | Displacement | Displacement |
| M edium | Yes | A3 | 1781.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 803.1 |  |  |  |  | Displacement | Displacement |


| M edium | Yes | A4 | 819.9 |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | A4 | 1018.9 |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A4 | 1059.1 |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 1810.4 |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A4 | 2501.8 |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A4 | 2681.4 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A4 | 2774.9 |  |  | Displacement | Displacement |
| M edium | Yes | A4 | 2804.3 |  |  | Displacement | Displacement |
| M edium | Yes | A4 | 2864.3 |  |  | Displacement |  |
| M edium | Yes | A4 | 2908.0 |  |  | Displacement | Displacement |
| M edium | Yes | A4 | 1814.8 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A4 | 1717.6 |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A4 | 1455.0 | Rough Xing |  | Utility Cover | Utility Cover |
| M edium | Yes | A4 | 805.0 |  |  | Displacement | Displacement |
| Medium | Yes | A4 | 4653.7 | Rough Xing |  | Displacement | Displacement |
| M edium | Yes | A4 | 4383.4 |  |  | Displacement |  |
| M edium | Yes | A4 | 4352.2 |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A4 | 3162.0 |  |  | Displacement | Displacement |
| M edium | Yes | A4 | 4061.9 |  |  | Displacement | Displacement |
| M edium | Yes | A4 | 4071.0 | Rough Xing |  | Displacement | Displacement |
| Medium | Yes | A4 | 4411.5 |  |  | Displacement |  |
| Medium | Yes | A5 | 77.1 | Veg | Veg |  |  |
| M edium | Yes | E7 | 165.7 | Veg | Veg |  |  |
| M edium | Yes | E7 | 283.9 |  |  | Pot Hole | Pot Hole |
| Medium | Yes | E7 | 231.1 |  |  | Displacement |  |
| M edium | Yes | E7 | 67.1 |  |  | Displacement |  |
| Medium | Yes | A5 | 657.2 |  |  | Displacement | Displacement |
| M edium | Yes | A5 | 1652.7 |  |  | Displacement | Displacement |
| M edium | Yes | A5 | 2024.5 | Rough Xing |  | Displacement | Displacement |
| M edium | Yes | A5 | 2225.7 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 2274.9 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 2333.8 |  |  | Displacement | Displacement |
| M edium | Yes | A5 | 2674.8 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 2670.5 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 1652.5 |  |  | Displacement |  |
| Medium | Yes | A5 | 1627.2 |  |  | Displacement |  |
| M edium | Yes | A5 | 1550.3 |  |  | Displacement | Displacement |
| Medium | Yes | A5 | 1518.7 |  |  | Displacement | Displacement |
| M edium | Yes | A5 | 1081.3 |  |  | Displacement |  |
| M edium | Yes | A5 | 945.9 |  |  | Displacement |  |
| Medium | Yes | A6 | 9401.8 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 8795.6 |  |  | Displacement | Displacement |
| M edium | Yes | A6 | 8738.4 |  |  | Displacement | Displacement |
| M edium | Yes | A6 | 8697.7 |  |  | Displacement | Displacement |
| M edium | Yes | A6 | 8592.8 |  |  | Tree Well |  |
| M edium | Yes | A6 | 9262.9 |  |  | Displacement | Pot Hole |
| M edium | Yes | A6 | 7204.4 |  |  | Displacement | Displacement |
| M edium | Yes | A6 | 5386.4 |  |  | Displacement |  |
| M edium | Yes | A6 | 5084.0 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 5140.8 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A6 | 5234.0 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A6 | 5406.9 |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A6 | 5483.3 |  |  | Displacement | Displacement |
| M edium | Yes | A6 | 3786.6 |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A6 | 4368.8 |  |  | Displacement |  |
| Medium | Yes | A6 | 4448.4 |  |  | Displacement |  |
| M edium | Yes | A6 | 4482.0 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 4777.4 |  |  | Displacement | Displacement |
| Medium | Yes | A6 | 4300.3 |  |  | Displacement |  |
| M edium | Yes | A6 | 4166.0 |  |  | Displacement |  |
| M edium | Yes | A6 | 4021.2 |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A6 | 219.7 |  |  | Displacement | Utility Cover |
| M edium | Yes | A6 | 86.4 |  |  | Utility Cover | Utility Cover |



| M edium | Yes | B5 | 3985.1 |  |  |  | Pot Hole | Pot Hole |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | B5 | 3974.6 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 3910.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 3896.5 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 3829.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 3763.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 3703.3 |  |  | rough section of sidewalk | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 3151.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 2955.0 |  |  | rough sidewalk | Displacement | Displacement |
| M edium | Yes | B5 | 2283.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 2242.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 2124.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 1902.4 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 1820.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 7668.4 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 7884.3 |  |  |  | Displacement |  |
| M edium | Yes | B5 | 8164.1 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 8184.5 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 7969.0 | Veg | Veg |  |  |  |
| M edium | Yes | B5 | 7917.7 |  |  |  | Displacement |  |
| M edium | Yes | B5 | 7478.6 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 9212.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | B8 | 280.5 |  |  |  | Displacement | Displacement |
| M edium | Yes | B8 | 159.4 |  |  |  | Displacement |  |
| M edium | Yes | B8 | 135.9 |  |  |  | Utility Cover |  |
| M edium | Yes | B8 | 98.5 |  |  |  | Displacement |  |
| M edium | Yes | B8 | 31.0 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B7 | 4187.0 |  |  |  | Displacement |  |
| M edium | Yes | B7 | 4170.3 |  |  |  | Utility Cover |  |
| M edium | Yes | B5 | 9735.4 | Veg | Veg |  |  |  |
| M edium | Yes | B5 | 9891.2 |  |  |  | Displacement |  |
| M edium | Yes | B5 | 10278.9 |  |  |  | Displacement |  |
| M edium | Yes | B5 | 10485.1 |  |  |  | Displacement |  |
| M edium | Yes | B5 | 10510.4 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 10642.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 10845.8 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 11130.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 12343.1 |  |  | rough sidewalk | Utility Cover |  |
| M edium | Yes | B5 | 12442.7 | Other |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 12626.2 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 12761.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 12830.9 | Rough Xing |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 12915.6 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 13072.6 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 13176.8 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 13118.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 13045.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 12946.4 | Rough Xing |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 12538.4 |  |  | rough sidewalk | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 12505.8 | Rough Xing |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 12421.5 | Rough Xing |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 12401.8 |  |  | rough sidewalk | Displacement | Displacement |
| M edium | Yes | B5 | 12306.2 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 14312.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 14278.9 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 14230.5 |  |  |  | Displacement | Utility Cover |
| M edium | Yes | B5 | 13986.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 13810.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 13601.3 | Rough Xing |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 13302.4 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 13356.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | C1 | 26.0 |  |  |  | Displacement | Displacement |


| M edium | Yes | B5 | 14054.7 |  |  |  |  | Pot Hole | Pot Hole |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | B5 | 14100.5 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 14465.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 14650.2 | Other |  |  | rough sidewalk | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 15050.8 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 15212.8 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 15275.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 15347.1 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 15405.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 6061.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 6001.4 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B10 | 5953.4 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 15770.6 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 15664.3 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B5 | 15633.0 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 15364.2 |  |  |  |  | Displacement |  |
| M edium | Yes | B5 | 15259.1 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 15117.9 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 14866.0 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 14802.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 14609.5 |  |  |  |  | Displacement |  |
| M edium | Yes | B5 | 14456.4 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | E8 | 797.8 | Veg |  | Veg |  |  |  |
| M edium | Yes | E8 | 713.0 | Veg |  | Veg |  |  |  |
| M edium | Yes | E8 | 635.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | E8 | 293.6 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 17143.6 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 17086.8 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 16761.5 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 15966.4 | Veg |  | Veg |  | Displacement |  |
| Medium | Yes | B5 | 16832.7 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 17430.5 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 17459.4 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 17899.2 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 17990.7 |  |  |  |  | Displacement |  |
| M edium | Yes | B5 | 18541.4 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B5 | 18620.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 18881.6 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 19863.7 |  |  |  | wide gaps between sidewalk panel | Displacement | Displacement |
| Medium | Yes | B5 | 20165.7 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 19977.0 |  |  |  |  | Utility Cover |  |
| Medium | Yes | B5 | 19901.1 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 19724.1 |  |  |  |  | Displacement |  |
| Medium | Yes | B5 | 19639.8 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 19003.8 |  |  |  |  | Displacement |  |
| M edium | Yes | B5 | 18752.3 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 18549.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 18455.9 | Veg |  | Veg |  |  |  |
| M edium | Yes | B5 | 18052.2 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 17960.5 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B5 | 17456.6 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B5 | 17354.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B8 | 5773.7 |  |  |  |  | Tree Well |  |
| M edium | Yes | B8 | 5810.7 |  |  |  |  | Tree Well |  |
| M edium | Yes | B4 | 7328.5 | Rough Xing |  |  |  | Displacement |  |
| M edium | Yes | B4 | 4028.3 | Rough Xing |  |  |  | Displacement |  |
| Medium | Yes | B9 | 4036.7 |  |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | B10 | 4351.9 | Veg |  | Veg |  |  |  |
| M edium | Yes | B10 | 4249.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B10 | 2345.4 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | B10 | 1018.7 | Veg | Veg | Veg |  |  |  |
| Medium | Yes | B10 | 477.3 |  |  |  |  | Utility Cover | Utility Cover |



| M edium | Yes | C1 | 6227.2 |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | C1 | 5985.5 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C1 | 5501.5 |  |  |  | Displacement | Displacement |
| M edium | Yes | C1 | 4307.0 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C1 | 3662.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | C1 | 4849.2 | Veg |  | Veg |  |  |
| M edium | Yes | C1 | 6256.6 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C1 | 6983.9 |  |  |  | Displacement |  |
| M edium | Yes | C1 | 2944.9 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | C1 | 2930.5 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | C1 | 2862.3 | Veg |  | Veg |  |  |
| M edium | Yes | C1 | 2609.6 |  |  |  | Displacement |  |
| M edium | Yes | C1 | 2375.5 | Veg | Veg | Veg |  |  |
| M edium | Yes | C1 | 2236.8 |  |  |  | Displacement |  |
| M edium | Yes | C1 | 2202.6 |  |  |  | Displacement |  |
| M edium | Yes | C1 | 2205.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | C1 | 2551.4 |  |  |  | Displacement | Displacement |
| M edium | Yes | C1 | 3022.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | C1 | 3197.5 |  |  |  | Displacement |  |
| M edium | Yes | C1 | 3259.6 |  |  |  | Displacement |  |
| M edium | Yes | C1 | 3289.5 |  |  |  | Displacement |  |
| M edium | Yes | B7 | 4011.4 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B7 | 3971.0 |  |  |  | Displacement | Displacement |
| M edium | Yes | B7 | 3879.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | B7 | 3771.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | B7 | 3043.4 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B7 | 671.7 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B7 | 387.5 | Veg |  | Veg |  |  |
| M edium | Yes | B7 | 149.0 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B7 | 568.6 |  |  |  | Displacement |  |
| M edium | Yes | B7 | 1195.4 |  |  |  | Displacement |  |
| M edium | Yes | B7 | 1477.6 |  |  |  | Displacement | Displacement |
| M edium | Yes | B7 | 1917.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | B7 | 2219.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | B7 | 2779.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | B7 | 3005.3 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B7 | 3263.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | B7 | 3362.6 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B1 | 3484.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | B1 | 3936.3 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B1 | 3378.6 |  |  |  | Displacement |  |
| M edium | Yes | B1 | 5701.0 | Veg |  | Veg |  |  |
| M edium | Yes | B1 | 5526.7 | Veg |  | Veg |  |  |
| M edium | Yes | B1 | 5393.6 | Veg |  | Veg |  |  |
| M edium | Yes | B1 | 5373.0 | Veg | Veg |  | Displacement | Displacement |
| M edium | Yes | B1 | 4318.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | B1 | 4147.1 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B1 | 4153.6 | Veg |  | Veg |  |  |
| M edium | Yes | B1 | 4337.4 |  |  |  | Displacement |  |
| M edium | Yes | B1 | 4820.0 |  |  |  | Displacement |  |
| M edium | Yes | B1 | 5054.0 | Veg |  | Veg |  |  |
| M edium | Yes | B1 | 5221.0 |  |  |  | Displacement |  |
| M edium | Yes | B1 | 5500.4 |  |  |  | Displacement |  |
| M edium | Yes | B1 | 5865.9 | Veg |  | Veg |  |  |
| M edium | Yes | B1 | 5922.8 |  |  |  | Displacement |  |
| M edium | Yes | B1 | 6773.0 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | B1 | 8282.0 | Veg |  | Veg |  |  |
| M edium | Yes | B1 | 10182.8 |  |  |  | Displacement |  |
| M edium | Yes | B1 | 10165.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | B1 | 9268.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | B9 | 1067.1 |  |  |  | Displacement |  |
| M edium | Yes | B9 | 1199.6 | Veg |  | Veg |  |  |
| Medium | Yes | B9 | 2717.5 |  |  |  | Utility Cover | Utility Cover |


| M edium | Yes | B9 | 3422.2 |  |  |  |  | Displacement | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | B9 | 2884.4 | Veg |  | Veg |  |  |  |
| M edium | Yes | B9 | 1889.8 |  |  |  |  | Utility Cover |  |
| M edium | Yes | B9 | 1391.3 |  |  |  |  | Displacement |  |
| M edium | Yes | B6 | 339.5 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B6 | 655.4 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B6 | 928.6 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B6 | 1376.4 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B6 | 1820.9 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B6 | 2171.4 |  |  |  |  | Displacement |  |
| M edium | Yes | B6 | 3008.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B6 | 3260.5 |  |  |  |  | Displacement |  |
| M edium | Yes | B6 | 2657.2 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B6 | 2064.9 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B6 | 2079.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B9 | 8182.9 |  |  |  |  | Displacement |  |
| M edium | Yes | B9 | 8209.0 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | B9 | 5488.7 | Veg |  | Veg |  |  |  |
| M edium | Yes | B9 | 7175.4 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 62.5 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 202.0 |  |  |  |  | Displacement |  |
| M edium | Yes | B5 | 210.2 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 210.2 |  |  |  |  | Displacement |  |
| M edium | Yes | B5 | 243.8 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 388.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 494.5 |  |  |  |  | Displacement | Utility Cover |
| M edium | Yes | B5 | 599.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 691.8 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 1025.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 1025.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | B5 | 1061.9 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | E9 | 2168.7 |  |  |  |  | Displacement | Utility Cover |
| M edium | Yes | E9 | 1754.7 |  |  |  | picture 31 | Utility Cover | Utility Cover |
| M edium | Yes | E9 | 1735.1 |  |  |  |  | Displacement | Utility Cover |
| M edium | Yes | E9 | 1081.1 |  |  |  |  | Displacement | Utility Cover |
| M edium | Yes | E9 | 674.2 | Veg |  | Veg |  |  |  |
| M edium | Yes | E9 | 604.1 | Veg | Veg | Veg |  |  |  |
| M edium | Yes | E9 | 513.6 | Veg | Veg | Veg |  |  |  |
| M edium | Yes | E9 | 420.6 | Veg | Veg | Veg |  |  |  |
| M edium | Yes | E9 | 320.4 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | E9 | 267.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | E9 | 231.6 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | E9 | 170.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | F2 | 531.4 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | F2 | 566.0 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | F2 | 766.2 |  |  |  |  | Displacement |  |
| M edium | Yes | F2 | 770.6 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | F2 | 804.3 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | F2 | 1104.0 |  |  |  | pic 34 | Pot Hole | Pot Hole |
| M edium | Yes | F1 | 1155.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | F1 | 1108.5 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | F1 | 942.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | F1 | 359.6 | Tree |  | Veg |  |  |  |
| M edium | Yes | F1 | 721.9 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F1 | 747.4 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F1 | 902.8 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F1 | 1080.4 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F2 | 2655.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | F2 | 3110.5 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | F2 | 5368.2 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | F2 | 5890.9 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F2 | 6223.7 |  |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 6276.4 |  |  |  |  | Displacement | Displacement |


| M edium | Yes | F2 | 6378.1 |  |  |  | Displacement | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | F2 | 6545.7 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | F2 | 6680.9 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | F2 | 6841.6 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F2 | 6987.5 |  |  |  | Displacement | Displacement |
| M edium | Yes | F2 | 8239.8 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F2 | 8562.3 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F2 | 8667.3 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F2 | 8890.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | F2 | 8987.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | F2 | 9289.2 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | F2 | 11087.3 |  |  |  | Displacement |  |
| Medium | Yes | F2 | 11119.6 |  |  |  | Displacement | Displacement |
| M edium | Yes | F3 | 345.4 |  |  |  | Displacement |  |
| M edium | Yes | F4 | 454.9 |  | Veg |  |  |  |
| M edium | Yes | F4 | 602.2 |  | Veg |  |  |  |
| M edium | Yes | F4 | 2498.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | F5 | 2080.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | A7 | 1859.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | A7 | 1919.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | A7 | 2015.0 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 2564.0 | Veg | Veg |  |  |  |
| M edium | Yes | A9 | 2422.8 | Veg | Veg |  |  |  |
| M edium | Yes | A9 | 2051.8 | Veg | Veg |  |  |  |
| M edium | Yes | A9 | 21233.7 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 23426.3 | Other |  | drainage cover moves | Displacement | Displacement |
| M edium | Yes | A9 | 23249.5 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 23169.5 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 23087.3 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 22543.2 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A9 | 23744.6 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 23783.3 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 23807.2 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 24063.0 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 24336.5 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 24834.9 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 24856.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 25706.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 25769.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 27984.3 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 29273.1 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 29315.8 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 29560.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 35239.3 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 35150.8 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 34954.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 34922.4 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 34860.7 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 34347.1 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | A9 | 34266.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 33852.8 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 33386.7 |  |  | pic 46 | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 33227.0 |  |  | 37.6\% | Displacement |  |
| M edium | Yes | A9 | 32996.8 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 32948.8 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 32198.7 |  |  | sidewalk panel with very rough pavement | Displacement | Displacement |
| Medium | Yes | A9 | 31871.3 | Other |  | missing sidewalk panel | Displacement | Displacement |
| M edium | Yes | A9 | 31578.4 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 31294.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 35327.1 |  |  |  | Pot Hole | Pot Hole |
| Medium | Yes | A9 | 35542.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 42966.1 |  |  |  | Displacement | Displacement |


| M edium | Yes | A9 | 42878.8 |  |  |  | Utility Cover | Utility Cover |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | A9 | 42462.2 |  |  |  | Displacement |  |
| Medium | Yes | A9 | 41960.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 41917.5 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 41806.6 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 41652.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 41589.2 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A9 | 41545.1 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 41034.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 40847.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 40768.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 40229.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 39295.5 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A9 | 39261.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 37962.1 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 37906.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 50369.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 50054.5 |  |  |  | Displacement | Displacement |
| Medium | Yes | A9 | 50095.0 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 49356.2 | Other |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A9 | 47078.4 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A9 | 46503.7 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 46279.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 45206.4 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | A9 | 45019.4 |  |  |  | Displacement |  |
| M edium | Yes | A9 | 44971.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 44583.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | A9 | 44327.2 |  |  |  | Utility Cover | Utility Cover |
| Medium | Yes | A9 | 43659.6 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | E1 | 8902.8 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | E1 | 8967.0 |  |  |  | Displacement | Displacement |
| M edium | Yes | E4 | 2956.8 |  |  |  | Displacement |  |
| M edium | Yes | E1 | 7487.7 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | E1 | 7489.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | E1 | 7486.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | E1 | 7485.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | E4 | 2831.2 | Other |  | sidewalk ends | Displacement | Displacement |
| M edium | Yes | E4 | 383.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | E4 | 280.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | E4 | 218.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | E4 | 176.2 |  |  |  | Displacement | Displacement |
| Medium | Yes | E4 | 122.7 |  |  |  | Displacement |  |
| M edium | Yes | E1 | 8991.9 |  |  |  | Displacement |  |
| M edium | Yes | E1 | 9015.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | E1 | 9037.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | E1 | 9240.3 |  |  | tree roots, 10.3 xslope | Displacement |  |
| Medium | Yes | E1 | 9516.3 |  |  |  | Displacement | Displacement |
| M edium | Yes | E1 | 9521.5 |  |  |  | Displacement |  |
| M edium | Yes | E1 | 9800.8 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | E1 | 9806.4 |  |  |  | Displacement | Displacement |
| Medium | Yes | E1 | 9935.9 |  |  |  | Displacement |  |
| Medium | Yes | E1 | 10059.1 |  |  |  | Displacement |  |
| M edium | Yes | E1 | 10732.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | E10 | 1933.2 |  |  |  | Displacement |  |
| M edium | Yes | E2 | 1300.4 |  |  |  | Displacement | Displacement |
| M edium | Yes | E2 | 400.7 |  |  |  | Displacement | Displacement |
| Medium | Yes | E2 | 298.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 27994.6 |  |  | wide gaps between sidewalk panels | Displacement | Displacement |
| M edium | Yes | C3 | 27627.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 27392.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 27207.3 |  |  | cross slope $=4.7$ | Displacement | Displacement |
| M edium | Yes | C3 | 27131.9 | Veg | Veg |  |  |  |


| M edium | Yes | C3 | 26725.6 |  |  |  |  | Displacement | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | C3 | 26615.7 | Veg |  | Veg |  |  |  |
| M edium | Yes | C3 | 25784.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 24581.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 23832.8 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C3 | 23612.0 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C3 | 23171.6 | Veg |  | Veg |  |  |  |
| M edium | Yes | C3 | 23056.9 | Veg |  | Veg |  |  |  |
| M edium | Yes | C3 | 21938.0 |  |  |  |  | Pot Hole | Utility Cover |
| M edium | Yes | C3 | 21911.4 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 21864.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 21537.2 |  |  |  |  | Displacement |  |
| M edium | Yes | C3 | 21430.6 |  |  |  |  | Displacement |  |
| M edium | Yes | C3 | 21144.8 |  |  |  |  | Displacement |  |
| M edium | Yes | C3 | 21073.5 |  |  |  |  | Displacement |  |
| M edium | Yes | C3 | 19253.8 |  |  | Veg |  |  |  |
| M edium | Yes | D7 | 2979.8 |  |  |  | xslope 8.5 | Displacement |  |
| M edium | Yes | D7 | 3021.6 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | E1 | 1555.8 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | D9 | 648.4 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | D9 | 591.6 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | D9 | 421.8 | Veg | Veg |  |  | Displacement | Displacement |
| M edium | Yes | D9 | 364.1 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | D9 | 311.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | D9 | 165.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | D9 | 100.6 | Veg |  | Veg |  |  |  |
| M edium | Yes | D9 | 93.6 |  |  |  |  | Displacement |  |
| M edium | Yes | D9 | 1209.8 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | D9 | 1336.4 |  |  |  | $\begin{gathered} \hline \text { patched running slope }= \\ 9.1 \end{gathered}$ | Displacement |  |
| M edium | Yes | E1 | 3094.3 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | E1 | 3158.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | E1 | 3204.1 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | E1 | 3412.0 | Veg | Veg |  |  | Displacement | Displacement |
| M edium | Yes | E1 | 3806.6 |  |  |  |  | Displacement |  |
| M edium | Yes | E3 | 1296.0 |  |  |  |  | Displacement |  |
| M edium | Yes | E3 | 1280.4 | Veg |  | Veg |  |  |  |
| M edium | Yes | E3 | 1258.8 | Veg |  | Veg |  |  |  |
| M edium | Yes | E3 | 1213.9 |  |  |  |  | Displacement |  |
| M edium | Yes | E3 | 1062.4 |  |  |  |  | Displacement |  |
| M edium | Yes | E3 | 774.2 |  |  |  |  | Displacement |  |
| M edium | Yes | E3 | 705.6 |  |  |  |  | Displacement |  |
| M edium | Yes | E3 | 494.4 | Veg |  | Veg |  |  |  |
| M edium | Yes | E3 | 439.6 | Veg |  | Veg |  |  |  |
| M edium | Yes | C3 | 14549.1 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 14891.3 |  |  |  |  | Displacement |  |
| M edium | Yes | C3 | 15571.1 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | C3 | 16059.8 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C3 | 16245.4 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C3 | 16527.7 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C3 | 16894.0 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 17642.2 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | D7 | 2053.2 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | D7 | 1907.3 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | D7 | 1828.6 |  |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | D7 | 1616.6 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | D7 | 1246.6 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | D6 | 4502.2 |  |  |  |  | Displacement | Displacement |
| M edium | Yes | D6 | 4961.6 |  |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | D6 | 5200.6 |  |  | Veg |  |  |  |
| M edium | Yes | D6 | 5471.1 |  |  |  |  | Displacement |  |
| M edium | Yes | D6 | 6838.2 |  |  |  |  | Utility Cover |  |
| M edium | Yes | D4 | 3288.6 |  |  |  |  | Utility Cover | Utility Cover |


| M edium | Yes | D4 | 3365.5 |  |  |  | Displacement |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | Yes | D4 | 3623.2 |  |  |  | Displacement |  |
| Medium | Yes | D5 | 79.6 |  |  |  | Displacement |  |
| M edium | Yes | D5 | 537.4 |  |  |  | Displacement |  |
| M edium | Yes | D5 | 1953.7 |  |  |  | Utility Cover |  |
| M edium | Yes | D5 | 1922.1 |  |  |  | Displacement |  |
| M edium | Yes | D5 | 1906.7 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 8214.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | C9 | 7714.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | C9 | 7629.2 | Veg | Veg |  |  |  |
| M edium | Yes | C9 | 7290.8 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C9 | 6480.9 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | C9 | 6386.2 |  |  |  | Pot Hole | Pot Hole |
| M edium | Yes | C9 | 5794.8 |  |  |  | Displacement |  |
| M edium | Yes | C9 | 5765.6 |  |  |  | Displacement | Displacement |
| M edium | Yes | C9 | 5084.2 |  |  |  | Displacement | Displacement |
| M edium | Yes | C9 | 4112.6 |  |  |  | Utility Cover |  |
| M edium | Yes | C9 | 1618.7 |  | Veg |  |  |  |
| M edium | Yes | C9 | 1559.2 |  | Veg |  |  |  |
| M edium | Yes | C9 | 1206.0 |  |  |  | Utility Cover |  |
| M edium | Yes | C9 | 506.7 |  |  |  | Displacement |  |
| Medium | Yes | C9 | 367.1 |  |  |  | Utility Cover | Utility Cover |
| M edium | Yes | C3 | 10890.7 |  |  |  | Displacement | Utility Cover |
| M edium | Yes | C3 | 10858.0 |  |  | pic 53 | Displacement | Displacement |
| M edium | Yes | C3 | 6596.7 |  |  | major displacement | Displacement | Displacement |
| M edium | Yes | C3 | 6822.1 |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 7811.5 |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 7826.3 |  |  |  | Displacement |  |
| Medium | Yes | C3 | 8002.4 |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 8080.0 |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 8313.6 |  |  |  | Displacement | Displacement |
| Medium | Yes | C3 | 8451.9 |  |  |  | Displacement | Displacement |
| M edium | Yes | C3 | 9214.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | C10 | 142.9 |  |  |  | Displacement |  |
| M edium | Yes | C10 | 168.9 |  |  |  | Displacement | Displacement |
| Medium | Yes | C10 | 192.3 |  |  |  | Displacement | Displacement |
| Medium | Yes | C10 | 271.7 |  |  |  | Displacement | Displacement |
| M edium | Yes | C10 | 885.0 | Veg | Veg |  |  |  |
| M edium | Yes | C10 | 1255.1 | Veg | Veg |  |  |  |
| M edium | Yes | F2 | 12249.6 | Other |  | signal button pole |  |  |
| M edium | Yes | F2 | 12663.6 | Other |  | mail box |  |  |
| M edium | Yes | A9 | 29148.5 |  |  | light | Other |  |
| M edium | Yes | A9 | 29188.0 |  |  | light | Other |  |
| M edium | Yes | A9 | 29216.6 |  |  | light | Other |  |
| Medium | Yes | E1 | 7300.0 | Other |  | usps mail box |  |  |
| M edium | Yes | C3 | 8991.6 |  |  | severe ramp up and down | Other |  |
| Medium | Yes | C7 | 126.9 | Sign Pole |  | bent |  |  |
| M edium | Yes | B1 | 10418.1 | Other |  | signal cabinet |  |  |
| Medium | Yes | D1 | 2005.2 | Other |  | bus bench |  |  |
| Medium | Yes | B2 | 341.3 | Other |  | mail boxes |  |  |
| M edium | Yes | B2 | 195.1 | Other |  | mail boxes |  |  |
| M edium | Yes | B2 | 58.5 | Other |  | mail boxes |  |  |
| M edium | Yes | B2 | 9.3 | Other |  | mb |  |  |
| M edium | Yes | B2 | 0.0 | Other |  | mb |  |  |
| M edium | Yes | B2 | 0.0 | Other |  | mb |  |  |
| Medium | Yes | C6 | 1341.7 | Other |  | fire hydrant |  |  |
| Medium | Yes | C5 | 3325.1 |  |  | fire hydrant middle of sidewalk |  |  |
| Medium | Yes | C2 | 4019.1 |  |  | triangle cut out of sidewalk |  | Pot Hole |
| Medium | Yes | C2 | 559.3 |  |  | missing pieces of sidewalk | Other |  |




| M edium | No | A9 | 47660.0 | Rough Xing |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | A9 | 47590.3 | Rough Xing |  |  |  |  |  |
| M edium | No | A9 | 47539.8 |  |  |  |  |  | Pot Hole |
| M edium | No | A9 | 47497.3 |  |  |  |  |  | Displacement |
| M edium | No | A9 | 46543.8 |  |  |  |  | Other |  |
| M edium | No | A9 | 46412.6 |  |  |  |  |  | Displacement |
| M edium | No | A9 | 46303.2 | Sign Pole |  |  |  |  |  |
| M edium | No | A9 | 46129.6 | Rough Xing |  |  |  |  |  |
| M edium | No | A9 | 46105.7 |  |  |  | no sidewalks between ramps |  |  |
| M edium | No | A9 | 45932.6 | Median |  |  | porkchop island, 3 ramps, no sidewalk |  |  |
| M edium | No | A9 | 45423.3 |  |  |  |  |  | Displacement |
| M edium | No | E4 | 5706.0 |  |  |  |  |  | Utility Cover |
| M edium | No | E4 | 1266.7 | Veg |  | Tree Limb |  |  |  |
| M edium | No | E4 | 1223.1 | Veg |  | Tree Limb |  |  |  |
| M edium | No | E4 | 119.6 |  |  |  |  |  | Displacement |
| M edium | No | E1 | 6904.4 |  |  |  |  |  | Pot Hole |
| M edium | No | E1 | 7157.9 |  |  |  | bike tracks in cement | Other |  |
| M edium | No | E1 | 7415.0 |  |  |  |  |  | Pot Hole |
| M edium | No | E1 | 7519.7 | Rough Xing |  |  |  |  |  |
| M edium | No | E1 | 9028.3 |  |  |  |  |  | Pot Hole |
| M edium | No | E1 | 9110.9 |  |  |  |  |  | Pot Hole |
| M edium | No | E1 | 9179.0 |  |  |  |  |  | Pot Hole |
| M edium | No | E1 | 9248.1 |  |  |  |  |  | Pot Hole |
| M edium | No | E1 | 11105.3 | Veg | Veg |  |  |  |  |
| M edium | No | E10 | 1791.3 | Rough Xing |  |  |  |  |  |
| M edium | No | E2 | 1319.0 | Rough Xing |  |  |  |  |  |
| M edium | No | E2 | 1087.5 | Rough Xing |  |  |  |  |  |
| M edium | No | C3 | 26179.8 |  |  |  |  |  | Displacement |
| M edium | No | C3 | 25675.0 |  |  |  |  |  | Displacement |
| M edium | No | C3 | 25552.7 |  |  |  |  |  | Displacement |
| M edium | No | C3 | 25257.1 |  |  |  |  |  | Displacement |
| M edium | No | C3 | 24226.9 | Veg | Veg |  |  |  |  |
| M edium | No | C3 | 24043.9 | Veg | Veg |  |  |  |  |
| M edium | No | C3 | 24083.8 | Veg | Veg |  |  |  |  |
| M edium | No | C3 | 24016.0 |  |  |  |  |  | Pot Hole |
| M edium | No | C3 | 23961.4 | Veg |  |  | big bush in middle of landing |  |  |
| Medium | No | C3 | 23922.3 | Rough Xing |  |  |  |  |  |
| M edium | No | C3 | 23174.4 |  |  |  |  |  | Displacement |
| M edium | No | C3 | 22774.8 |  |  |  |  |  | Pot Hole |
| M edium | No | C3 | 20944.6 |  |  |  |  |  | Displacement |
| M edium | No | D8 | 881.0 |  |  |  |  |  | Utility Cover |
| M edium | No | D8 | 676.9 | Rough Xing |  |  |  |  |  |
| M edium | No | D8 | 360.1 |  |  |  |  |  | Utility Cover |
| M edium | No | C3 | 19743.7 | Veg | Veg |  |  |  |  |
| M edium | No | C3 | 18902.8 | Veg | Veg |  |  |  |  |
| M edium | No | D7 | 2395.7 |  |  |  |  |  | Pot Hole |
| M edium | No | D7 | 2670.4 |  |  |  |  |  | Displacement |
| M edium | No | D7 | 3600.5 | Rough Xing |  |  |  |  |  |
| M edium | No | D7 | 4050.6 |  |  |  |  |  | Pot Hole |
| M edium | No | D7 | 4491.2 |  |  |  |  |  | Displacement |
| M edium | No | E1 | 646.4 | Veg |  |  |  |  |  |
| M edium | No | E1 | 466.8 | Rough Xing |  |  |  |  |  |
| M edium | No | E1 | 1028.8 | Rough Xing |  |  |  |  |  |
| M edium | No | E1 | 3796.1 |  |  |  |  |  | Displacement |
| M edium | No | E1 | 4938.4 | Veg | Veg |  |  |  |  |
| M edium | No | E1 | 5265.5 | Rough Xing |  |  |  |  |  |
| M edium | No | E3 | 2322.8 | Rough Xing |  |  |  |  |  |
| M edium | No | E3 | 207.0 |  |  |  |  | Other |  |
| M edium | No | C3 | 13328.7 |  |  |  |  |  | Displacement |
| M edium | No | C3 | 13423.9 |  |  |  |  |  | Displacement |


| M edium | No | C3 | 13452.6 |  |  |  | Pot Hole |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | C3 | 13560.6 |  |  |  | Pot Hole |
| M edium | No | C3 | 13586.1 |  |  |  | Displacement |
| M edium | No | C3 | 14146.9 |  |  |  | Displacement |
| M edium | No | C3 | 14393.1 |  |  |  | Displacement |
| M edium | No | C3 | 14975.3 |  |  |  | Displacement |
| M edium | No | C3 | 15026.8 |  |  |  | Displacement |
| M edium | No | C3 | 15121.6 |  |  |  | Displacement |
| M edium | No | C3 | 15262.5 |  |  |  | Pot Hole |
| M edium | No | C3 | 15532.0 | Rough Xing |  |  |  |
| M edium | No | C3 | 15763.7 |  |  |  | Pot Hole |
| M edium | No | C3 | 15815.2 |  |  |  | Pot Hole |
| M edium | No | C3 | 15855.9 |  |  | X3 | Displacement |
| M edium | No | C3 | 16436.8 |  |  |  | Displacement |
| M edium | No | C3 | 16849.9 | Veg | Veg | x2 |  |
| M edium | No | C3 | 16961.1 |  |  |  | Displacement |
| M edium | No | C3 | 18334.5 | Veg | Veg |  |  |
| M edium | No | D7 | 2030.5 |  |  |  | Pot Hole |
| M edium | No | D7 | 1577.1 |  |  |  | Pot Hole |
| M edium | No | D7 | 1455.1 |  |  | parallel to sidewalk 8 ft | Displacement |
| M edium | No | D7 | 1382.6 |  |  |  | Displacement |
| M edium | No | D7 | 1238.3 |  | Veg |  |  |
| M edium | No | D7 | 978.4 | Veg | Veg |  |  |
| M edium | No | D7 | 786.6 |  |  |  | Pot Hole |
| M edium | No | D7 | 610.3 |  |  |  | Displacement |
| M edium | No | D7 | 611.3 |  |  |  | Pot Hole |
| M edium | No | D7 | 402.3 |  |  | asphalt patch |  |
| M edium | No | D7 | 249.8 |  |  |  | Utility Cover |
| M edium | No | D6 | 3668.6 |  |  |  | Displacement |
| M edium | No | D6 | 3638.8 |  |  |  | Displacement |
| M edium | No | D6 | 3562.7 | Veg | Veg |  |  |
| M edium | No | D6 | 3527.8 | Veg | Veg |  |  |
| M edium | No | D6 | 3454.9 | Veg | Veg |  |  |
| M edium | No | D6 | 2518.7 |  |  |  | Pot Hole |
| M edium | No | D6 | 2407.6 | Veg | Veg |  |  |
| M edium | No | D6 | 2121.8 | Veg | Veg | in sidewalk crack |  |
| M edium | No | D6 | 2051.4 |  |  |  | Displacement |
| M edium | No | D6 | 1937.6 |  |  |  | Displacement |
| M edium | No | D6 | 1897.0 |  |  |  | Pot Hole |
| M edium | No | D6 | 1899.7 |  |  | x3 | Displacement |
| M edium | No | D6 | 1775.0 |  |  |  | Pot Hole |
| M edium | No | D6 | 1623.4 |  |  |  | Displacement |
| M edium | No | D6 | 1577.3 |  |  |  | Displacement |
| M edium | No | D6 | 1120.9 | Veg | Veg |  |  |
| M edium | No | D6 | 836.5 |  |  |  | Tree Well |
| M edium | No | D6 | 685.0 |  |  |  | Tree Well |
| M edium | No | D6 | 546.8 |  |  |  | Displacement |
| M edium | No | D6 | 370.9 |  |  |  | Pot Hole |
| M edium | No | D6 | 246.3 |  |  |  | Pot Hole |
| M edium | No | D6 | 220.4 |  |  | x5 | Pot Hole |
| M edium | No | D6 | 695.5 |  |  |  | Pot Hole |
| M edium | No | D6 | 1548.6 |  |  |  | Displacement |
| M edium | No | D6 | 1600.0 |  |  | x2 | Displacement |
| M edium | No | D6 | 1697.6 | Rough Xing |  |  |  |
| M edium | No | D6 | 1811.4 | Rough Xing |  |  |  |
| M edium | No | D6 | 2955.7 |  |  |  | Pot Hole |
| M edium | No | D6 | 3307.9 |  |  | x4 | Displacement |
| M edium | No | D6 | 3416.2 |  |  |  | Displacement |
| M edium | No | D6 | 3546.2 | Rough Xing |  |  |  |
| M edium | No | D6 | 3649.1 |  |  |  | Pot Hole |
| M edium | No | D4 | 2355.0 |  |  |  | Displacement |
| Medium | No | D4 | 1975.3 | Veg | Veg |  |  |


| M edium | No | D4 | 1463.5 |  |  |  | Pot Hole |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | D4 | 2384.8 | Veg | Veg |  |  |
| Medium | No | C9 | 5857.6 | Rough Xing |  |  |  |
| M edium | No | D4 | 2627.1 |  |  |  | Displacement |
| M edium | No | D4 | 4190.3 | Veg | Veg |  |  |
| M edium | No | D4 | 5954.9 | Veg | Veg |  |  |
| Medium | No | C9 | 6074.1 | Veg | Veg |  |  |
| M edium | No | C9 | 5484.8 |  |  |  | Displacement |
| M edium | No | C9 | 4980.7 | Rough Xing |  |  |  |
| M edium | No | C3 | 11077.1 | Rough Xing |  |  |  |
| M edium | No | C3 | 11530.2 |  |  |  | Displacement |
| M edium | No | C9 | 3457.6 |  |  |  | Pot Hole |
| M edium | No | C9 | 3350.4 | Veg | Veg |  |  |
| M edium | No | C9 | 2918.2 |  |  |  | Pot Hole |
| M edium | No | C9 | 1033.7 | Rough Xing |  |  |  |
| Medium | No | C3 | 10018.8 |  | Veg |  |  |
| M edium | No | C3 | 10108.1 |  | Veg |  |  |
| M edium | No | C3 | 198.3 | Rough Xing |  |  |  |
| M edium | No | B8 | 401.6 | Rough Xing |  |  |  |
| M edium | No | B8 | 403.2 | Median |  |  |  |
| M edium | No | B8 | 405.8 | Median |  | no sidewalk between ramps |  |
| M edium | No | C3 | 5023.2 |  | Veg |  |  |
| M edium | No | C3 | 4805.4 |  |  |  | Displacement |
| M edium | No | C3 | 4678.9 |  | Veg | many |  |
| M edium | No | C3 | 5328.1 |  |  |  | Displacement |
| M edium | No | C3 | 7927.1 |  |  |  | Pot Hole |
| M edium | No | C3 | 8364.3 |  |  |  | Pot Hole |
| Medium | No | C3 | 8358.1 |  |  |  | Pot Hole |
| M edium | No | C3 | 8445.4 |  |  |  | Displacement |
| Medium | No | C3 | 8580.7 |  |  | x3 | Pot Hole |
| M edium | No | C3 | 8671.0 |  |  |  | Utility Cover |
| M edium | No | C3 | 8680.4 |  |  |  | Pot Hole |
| M edium | No | C3 | 8761.3 |  |  |  | Pot Hole |
| M edium | No | C3 | 8796.7 |  |  | x2 in driveway | Pot Hole |
| M edium | No | C3 | 8902.0 |  |  | x2 | Pot Hole |
| M edium | No | C3 | 8950.3 |  |  |  | Pot Hole |
| M edium | No | C10 | 1284.6 | Rough Xing |  |  |  |
| M edium | No | C8 | 395.0 |  | Veg |  |  |
| M edium | No | C8 | 375.8 |  | Veg |  |  |
| M edium | No | C7 | 1485.0 |  | Veg |  |  |
| M edium | No | D1 | 4045.6 | Rough Xing |  |  |  |
| M edium | No | C7 | 3074.1 |  | Veg |  |  |
| M edium | No | C7 | 3128.1 | Veg |  |  |  |
| Medium | No | C7 | 4449.3 |  | Veg |  |  |
| M edium | No | C7 | 3711.8 | Rough Xing |  |  |  |
| M edium | No | C7 | 2901.1 | Rough Xing |  |  |  |
| M edium | No | C7 | 1954.8 |  | Veg |  |  |
| M edium | No | C7 | 1899.3 |  | Veg |  |  |
| M edium | No | C7 | 1476.8 |  | Veg |  |  |
| M edium | No | B1 | 14441.7 |  |  | x2 | Pot Hole |
| M edium | No | B1 | 11900.0 |  |  | x3 | Pot Hole |
| M edium | No | B1 | 10483.6 |  |  |  | Pot Hole |
| M edium | No | B1 | 11191.8 |  |  |  | Pot Hole |
| M edium | No | B1 | 11267.7 |  |  | x2 | Pot Hole |
| M edium | No | B1 | 11489.8 |  |  |  | Pot Hole |
| M edium | No | B1 | 11890.5 |  |  |  | Pot Hole |
| M edium | No | B1 | 15345.8 | Rough Xing |  |  |  |
| Medium | No | B1 | 15788.8 |  |  |  | Pot Hole |
| Medium | No | D1 | 4668.7 | Veg | Veg |  |  |
| M edium | No | D1 | 4820.6 | Veg | Veg |  |  |
| M edium | No | D1 | 3789.7 |  | Veg |  |  |
| Medium | No | D1 | 4149.9 |  | Veg |  |  |


| M edium | No | D1 | 2931.8 | Rough Xing |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | D1 | 2453.6 |  | Veg |  |  |  |  |
| M edium | No | D1 | 2215.9 | Rough Xing |  |  |  |  |  |
| M edium | No | D1 | 1995.2 |  | Veg |  |  |  |  |
| M edium | No | D1 | 1560.8 |  | Veg |  |  |  |  |
| M edium | No | D1 | 966.3 |  |  | Tree Limb |  |  |  |
| M edium | No | C4 | 2883.9 | Rough Xing |  |  |  |  |  |
| M edium | No | D1 | 107.9 |  | Veg |  |  |  |  |
| M edium | No | D1 | 1232.4 |  |  |  |  |  | Pot Hole |
| M edium | No | D1 | 1722.7 |  |  |  |  | Other | Pot Hole |
| M edium | No | D1 | 1770.2 |  | Veg |  |  |  |  |
| M edium | No | D1 | 2211.3 | Rough Xing |  |  |  |  |  |
| M edium | No | D1 | 2190.4 | Rough Xing |  |  |  |  |  |
| M edium | No | D1 | 3525.3 |  |  | Tree Limb |  |  |  |
| M edium | No | A10 | 9724.2 |  | Veg |  |  |  |  |
| M edium | No | A10 | 9967.2 | Other |  |  |  |  |  |
| M edium | No | A10 | 9716.2 |  |  |  |  |  |  |
| M edium | No | A10 | 10189.0 | Rough Xing |  |  |  |  |  |
| M edium | No | A10 | 10765.3 |  |  |  | x5 |  | Pot Hole |
| M edium | No | A10 | 10328.5 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 9379.4 |  |  |  |  |  |  |
| M edium | No | A10 | 6415.2 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 7291.0 |  |  |  |  |  | Displacement |
| M edium | No | A10 | 8444.2 | Veg | Veg |  |  |  |  |
| M edium | No | A10 | 8453.4 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 8573.7 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 8807.4 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 8530.4 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 8425.9 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 7169.5 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 5699.2 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 5551.8 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 5351.1 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 4929.4 |  |  |  |  |  | Utility Cover |
| M edium | No | A10 | 4537.8 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 4304.6 |  |  |  |  |  | Displacement |
| M edium | No | A10 | 4236.8 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 3690.5 |  |  |  |  |  | Pot Hole |
| M edium | No | A10 | 3529.0 | Veg | Veg |  |  |  |  |
| M edium | No | A10 | 2985.6 | Rough Xing |  |  |  |  |  |
| M edium | No | A10 | 3834.4 |  |  |  |  |  | Pot Hole |
| M edium | No | B3 | 1978.7 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 7232.5 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 7209.1 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 7231.0 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 7261.7 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 11225.7 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 11475.7 |  |  |  |  |  |  |
| M edium | No | B2 | 11487.4 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 11501.2 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 14254.3 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 14318.5 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 14289.5 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 14279.1 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 16296.6 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 17031.2 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 17337.5 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 17866.5 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 17521.2 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 17574.1 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 17545.1 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 17503.8 | Rough Xing |  |  |  |  |  |
| M edium | No | B2 | 17225.1 |  | Veg |  |  |  |  |


| M edium | No | B2 | 18871.8 | Veg | Veg |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | D2 | 306.3 |  |  |  |  |  | Displacement |
| M edium | No | D2 | 777.6 | Rough Xing |  |  |  |  |  |
| M edium | No | C6 | 1027.9 |  | Veg |  |  |  | Tree Well |
| M edium | No | C6 | 1873.9 |  | Veg |  |  |  |  |
| M edium | No | C6 | 1826.0 |  | Veg |  |  |  |  |
| M edium | No | C5 | 9472.5 | Rough Xing |  |  |  |  |  |
| M edium | No | C5 | 9965.2 |  |  |  |  |  |  |
| M edium | No | C5 | 8621.4 |  |  |  |  |  | Displacement |
| M edium | No | C5 | 8850.7 |  |  |  |  |  | Displacement |
| M edium | No | C5 | 8598.6 |  |  |  |  |  | Displacement |
| M edium | No | C6 | 3215.8 | Rough Xing |  |  |  |  |  |
| M edium | No | C5 | 6681.3 |  | Veg |  |  |  |  |
| M edium | No | C5 | 8559.3 | Median |  |  |  |  |  |
| M edium | No | C5 | 9031.8 |  | Veg |  |  |  |  |
| M edium | No | C5 | 3713.0 |  |  |  |  |  | Pot Hole |
| M edium | No | C5 | 2923.7 |  |  |  | x2 |  | Pot Hole |
| M edium | No | C5 | 2435.1 |  |  |  |  |  | Pot Hole |
| M edium | No | C5 | 2203.3 |  |  |  |  |  | Pot Hole |
| M edium | No | C5 | 2174.9 |  |  |  |  |  | Pot Hole |
| M edium | No | C5 | 2215.0 |  |  |  |  |  | Utility Cover |
| M edium | No | C5 | 3838.2 |  |  |  |  |  | Pot Hole |
| M edium | No | C2 | 4759.1 | Veg | Veg |  |  |  |  |
| M edium | No | C2 | 4302.0 |  |  |  |  |  | Utility Cover |
| M edium | No | C2 | 4249.8 | Rough Xing |  |  |  |  |  |
| M edium | No | C2 | 3917.8 |  |  |  |  |  | Pot Hole |
| M edium | No | C2 | 3695.6 |  |  |  |  |  | Pot Hole |
| M edium | No | C2 | 2655.0 |  |  |  |  |  | Utility Cover |
| M edium | No | C2 | 3062.3 |  |  |  | old platform for signal pole | Other |  |
| M edium | No | C2 | 3408.5 |  |  |  |  |  | Pot Hole |
| M edium | No | C2 | 1804.5 |  | Veg |  |  |  |  |
| M edium | No | C2 | 2115.4 |  | Veg |  |  |  |  |
| M edium | No | C2 | 2139.4 |  | Veg |  |  |  |  |
| M edium | No | C2 | 2221.2 |  |  |  |  |  | Pot Hole |
| M edium | No | C2 | 1983.5 |  |  |  |  |  | Pot Hole |
| M edium | No | C2 | 1299.2 | Rough Xing |  |  |  |  |  |
| M edium | No | C2 | 701.4 |  | Veg |  |  |  |  |
| M edium | No | C2 | 434.9 |  |  | Tree Limb |  |  |  |
| M edium | No | C2 | 353.0 |  | Veg |  |  |  |  |
| M edium | No | C2 | 478.5 |  | Veg |  |  |  |  |
| M edium | No | C2 | 1349.8 |  | Veg |  |  |  |  |
| M edium | No | C4 | 4816.2 | Rough Xing |  |  |  |  |  |
| M edium | No | C4 | 2979.0 |  | Veg |  |  |  |  |
| M edium | No | C2 | 246.2 | Rough Xing |  |  |  |  |  |
| M edium | No | C4 | 550.7 | Rough Xing |  |  |  |  |  |
| M edium | No | C4 | 1879.2 | Sign Pole |  |  |  |  |  |
| M edium | No | C4 | 3291.0 |  | Veg |  |  |  |  |
| M edium | No | C5 | 368.8 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 0.0 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 91.1 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 141.3 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 704.2 | Veg | Veg |  |  |  |  |
| M edium | No | A1 | 1628.9 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 1051.4 | Veg | Veg |  |  |  |  |
| M edium | No | A1 | 1008.7 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 1185.4 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 248.4 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 2727.7 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 2596.6 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 2482.0 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 2345.8 |  |  |  |  |  | Displacement |
| Medium | No | A1 | 2305.6 | Rough Xing |  |  |  |  |  |


| M edium | No | A1 | 2248.3 | Rough Xing |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | A1 | 2207.0 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 1910.9 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 1866.1 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 1839.0 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 1857.2 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 1967.4 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 2245.2 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 2339.2 | Rough Xing |  |  |  |  |  |
| M edium | No | E6 | 36.4 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 3723.6 |  |  |  |  |  | Utility Cover |
| M edium | No | A1 | 3711.4 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 3609.2 |  |  |  |  |  | Utility Cover |
| M edium | No | A1 | 3432.1 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 3319.3 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 3199.7 |  |  |  |  |  | Utility Cover |
| M edium | No | A1 | 4467.0 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 4521.0 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 4603.4 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 4637.4 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 4734.3 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 4819.0 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 4893.0 | Veg | Veg |  |  |  |  |
| M edium | No | A1 | 4998.6 | Veg | Veg |  |  |  |  |
| M edium | No | A1 | 5250.5 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 5494.6 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 5522.8 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 5492.6 |  |  |  |  |  | Displacement |
| M edium | No | A1 | 4692.6 | Rough Xing |  |  |  |  |  |
| M edium | No | A1 | 4669.5 | Rough Xing |  |  |  |  |  |
| M edium | No | A2 | 243.2 |  |  |  |  |  | Displacement |
| M edium | No | E6 | 358.7 |  |  |  |  |  | Displacement |
| M edium | No | E6 | 70.5 | Veg | Veg |  |  |  |  |
| M edium | No | A2 | 968.1 | Rough Xing |  |  |  |  |  |
| M edium | No | A2 | 1020.8 |  |  |  |  |  | Displacement |
| M edium | No | A2 | 2517.5 | Rough Xing |  |  |  |  |  |
| M edium | No | A2 | 552.0 |  |  |  |  |  | Displacement |
| M edium | No | A2 | 451.1 | Rough Xing |  |  |  |  |  |
| M edium | No | A2 | 480.9 | Rough Xing |  |  |  |  |  |
| M edium | No | A3 | 0.0 | Rough Xing |  |  |  |  |  |
| M edium | No | A3 | 949.4 |  |  |  |  |  | Displacement |
| M edium | No | A3 | 1169.2 | Veg | Veg |  |  |  |  |
| M edium | No | A3 | 1499.5 | Rough Xing |  |  |  |  |  |
| M edium | No | A3 | 2091.2 |  |  |  |  |  | Displacement |
| M edium | No | A3 | 2152.4 |  |  |  |  |  | Displacement |
| M edium | No | A3 | 2417.8 | Rough Xing |  |  |  |  |  |
| M edium | No | A3 | 2977.7 | Rough Xing |  |  |  |  |  |
| M edium | No | A3 | 3398.3 |  |  |  |  |  | Displacement |
| M edium | No | A3 | 2007.8 | Rough Xing |  |  |  |  |  |
| M edium | No | A3 | 1968.1 | Rough Xing |  |  |  |  |  |
| M edium | No | A4 | 577.0 |  |  |  |  |  | Utility Cover |
| M edium | No | A4 | 619.7 |  |  |  |  |  | Displacement |
| M edium | No | A4 | 691.6 |  |  |  |  |  | Displacement |
| M edium | No | A4 | 916.4 | Rough Xing |  |  |  |  |  |
| M edium | No | A4 | 984.4 | Rough Xing |  |  |  |  |  |
| M edium | No | A4 | 1200.7 | Rough Xing |  |  |  |  |  |
| M edium | No | A4 | 1401.4 | Rough Xing |  |  |  |  |  |
| M edium | No | A4 | 1541.4 | News Rack |  |  |  |  |  |
| M edium | No | A4 | 2162.2 |  |  |  |  |  | Displacement |
| M edium | No | A4 | 2182.2 |  |  |  |  |  | Displacement |
| M edium | No | A4 | 2627.3 |  |  |  |  |  | Displacement |
| M edium | No | A4 | 1765.7 | Rough Xing |  |  |  |  |  |
| Medium | No | A4 | 1628.2 | Veg | Veg |  |  |  |  |


| M edium | No | A4 | 1541.2 | Rough Xing |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | A4 | 925.8 | Rough Xing |  |  |  |  |
| M edium | No | A4 | 4777.3 |  |  |  |  | Displacement |
| M edium | No | A4 | 4745.9 |  |  |  |  | Displacement |
| M edium | No | A4 | 4093.7 |  |  |  |  | Utility Cover |
| M edium | No | A4 | 3309.6 |  |  |  |  | Displacement |
| M edium | No | A4 | 3919.0 |  |  |  |  | Displacement |
| M edium | No | A4 | 4041.2 |  |  |  |  | Displacement |
| M edium | No | A4 | 4215.7 |  |  |  |  | Displacement |
| M edium | No | A4 | 4306.6 |  |  |  |  | Displacement |
| M edium | No | A4 | 4429.2 |  |  |  |  | Utility Cover |
| M edium | No | A4 | 4460.5 | Rough Xing |  |  |  |  |
| M edium | No | A4 | 4870.3 | Rough Xing |  |  |  |  |
| M edium | No | A4 | 4867.5 |  |  |  |  | Displacement |
| M edium | No | A4 | 4870.3 | Rough Xing |  |  |  |  |
| M edium | No | A4 | 4870.3 | Rough Xing |  |  |  |  |
| M edium | No | E7 | 252.0 | Veg | Tree Limb |  |  |  |
| M edium | No | E7 | 0.0 |  |  |  |  | Displacement |
| M edium | No | A5 | 731.6 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 10501.6 |  |  |  |  | Displacement |
| M edium | No | A5 | 1119.9 |  |  |  |  | Displacement |
| M edium | No | A5 | 1557.8 |  |  |  |  | Displacement |
| M edium | No | A5 | 1997.3 | Rough Xing |  |  |  |  |
| M edium | No | A5 | 2129.9 |  |  |  |  | Displacement |
| M edium | No | A5 | 2726.8 |  |  |  |  | Displacement |
| M edium | No | A5 | 2701.0 |  |  |  |  | Displacement |
| M edium | No | A5 | 1872.8 | Rough Xing |  |  |  |  |
| M edium | No | A5 | 1678.7 |  |  |  |  | Displacement |
| M edium | No | A5 | 1231.2 | Rough Xing |  |  |  |  |
| M edium | No | A5 | 1196.7 |  |  |  |  | Displacement |
| M edium | No | A5 | 1113.4 |  |  |  |  | Displacement |
| M edium | No | A5 | 1050.5 | Rough Xing |  |  |  |  |
| M edium | No | A5 | 877.2 |  |  |  |  | Displacement |
| M edium | No | A5 | 797.3 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 9815.5 |  |  |  |  | Displacement |
| M edium | No | A6 | 7888.6 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 7690.3 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 7864.9 |  |  |  |  | Displacement |
| M edium | No | A6 | 8857.5 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 6872.8 |  |  |  |  | Displacement |
| M edium | No | A6 | 6904.1 |  |  |  |  | Displacement |
| M edium | No | A6 | 7234.7 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 6808.3 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 6635.9 |  |  |  |  | Displacement |
| M edium | No | A6 | 6322.1 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 5634.5 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 5606.4 |  |  |  |  | Displacement |
| M edium | No | A6 | 5297.8 |  |  |  |  | Utility Cover |
| M edium | No | A6 | 5191.6 |  |  |  |  | Displacement |
| M edium | No | A6 | 5100.0 |  |  |  |  | Displacement |
| M edium | No | A6 | 4985.5 |  |  |  |  | Displacement |
| M edium | No | A6 | 4887.0 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 4882.0 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 4990.8 |  |  |  |  | Displacement |
| M edium | No | E7 | 349.8 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 6459.2 |  |  |  |  | Displacement |
| M edium | No | A6 | 6684.2 |  |  |  |  | Displacement |
| M edium | No | A6 | 6731.0 |  |  |  |  | Displacement |
| M edium | No | A6 | 6797.4 | Rough Xing |  |  |  |  |
| M edium | No | A6 | 3311.9 |  |  |  |  | Displacement |
| M edium | No | A6 | 3554.8 |  |  |  |  | Displacement |
| M edium | No | A6 | 3637.3 |  |  |  |  | Displacement |
| M edium | No | A6 | 3673.5 |  |  |  |  | Displacement |


| M edium | No | A6 | 3963.2 |  |  |  | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | A6 | 4209.7 |  |  |  | Displacement |
| M edium | No | A6 | 4417.2 |  |  |  | Displacement |
| M edium | No | A6 | 4761.8 | Rough Xing |  |  |  |
| M edium | No | A6 | 4516.0 |  |  |  | Displacement |
| M edium | No | A6 | 3570.6 |  |  |  | Displacement |
| M edium | No | A6 | 3379.0 |  |  |  | Displacement |
| M edium | No | A6 | 2916.4 | Rough Xing |  |  |  |
| M edium | No | A6 | 2779.1 |  |  |  | Displacement |
| M edium | No | A6 | 2727.0 |  |  |  | Displacement |
| M edium | No | A6 | 2347.2 | Rough Xing |  |  |  |
| M edium | No | A6 | 1768.7 |  |  |  | Displacement |
| M edium | No | A6 | 1680.7 |  |  |  | Displacement |
| M edium | No | A6 | 1585.9 | Rough Xing |  |  |  |
| M edium | No | A6 | 1367.1 | Rough Xing |  |  |  |
| M edium | No | A6 | 1258.8 |  |  |  |  |
| M edium | No | A6 | 0.0 |  |  |  | Displacement |
| M edium | No | A9 | 19832.5 | Rough Xing |  |  |  |
| M edium | No | A6 | 2157.7 | Rough Xing |  |  |  |
| M edium | No | A6 | 2371.0 |  |  | depressed concrete | Displacement |
| M edium | No | B5 | 31630.2 | Rough Xing |  |  |  |
| M edium | No | B5 | 31324.1 | Rough Xing |  |  |  |
| M edium | No | B5 | 30665.5 | Rough Xing |  |  |  |
| M edium | No | B5 | 30038.5 |  |  |  | Displacement |
| M edium | No | B5 | 28878.9 | Rough Xing |  |  |  |
| M edium | No | B5 | 28828.2 | Rough Xing |  |  |  |
| M edium | No | B5 | 28836.1 | Veg | Veg |  |  |
| M edium | No | B5 | 28520.6 | Rough Xing |  |  |  |
| M edium | No | B5 | 28265.6 | Veg | Veg |  |  |
| M edium | No | B5 | 27767.2 |  |  |  | Utility Cover |
| M edium | No | B5 | 27105.6 | Veg | Veg |  |  |
| M edium | No | B5 | 27035.1 | Veg | Veg |  |  |
| M edium | No | B5 | 26534.0 | Rough Xing |  |  |  |
| M edium | No | B5 | 26576.6 | Rough Xing |  |  |  |
| M edium | No | B5 | 26532.0 | Rough Xing |  |  |  |
| M edium | No | B5 | 28182.0 | Rough Xing |  |  |  |
| M edium | No | B5 | 28189.7 | Veg | Veg |  |  |
| M edium | No | B5 | 28959.5 | Rough Xing |  |  |  |
| M edium | No | B5 | 29129.5 | Rough Xing |  |  |  |
| M edium | No | B5 | 29411.7 | Other |  | sidewalk ends abruptly |  |
| M edium | No | B5 | 29682.5 | Other |  | sidewalk ends abruptly |  |
| M edium | No | B5 | 30753.4 |  |  |  | Displacement |
| M edium | No | B5 | 31321.2 | Rough Xing |  |  |  |
| M edium | No | B5 | 26471.3 | Rough Xing |  |  |  |
| M edium | No | B5 | 26101.9 |  |  |  | Displacement |
| M edium | No | B5 | 25725.7 | Rough Xing |  |  |  |
| M edium | No | B5 | 25572.3 |  |  |  | Displacement |
| M edium | No | B5 | 24761.8 | Veg | Veg |  |  |
| M edium | No | B5 | 24518.9 | Rough Xing |  |  |  |
| M edium | No | B5 | 25390.5 | Veg | Veg |  |  |
| M edium | No | B5 | 25455.3 | Veg | Veg |  |  |
| M edium | No | B5 | 25502.7 | Veg | Veg |  |  |
| M edium | No | B5 | 25590.0 | Veg | Veg |  |  |
| M edium | No | B5 | 25707.2 | Rough Xing |  |  |  |
| M edium | No | B5 | 22932.5 | Rough Xing |  |  |  |
| M edium | No | B5 | 23008.5 | Veg | Veg |  |  |
| M edium | No | B5 | 23877.7 |  |  |  | Displacement |
| M edium | No | B5 | 23767.0 | Veg | Veg |  |  |
| M edium | No | B5 | 23742.5 |  |  |  | Displacement |
| M edium | No | B5 | 23239.1 |  |  |  | Displacement |
| M edium | No | B5 | 23053.5 |  |  |  | Displacement |
| M edium | No | B5 | 22927.0 | Rough Xing |  |  |  |
| M edium | No | B5 | 22338.3 |  |  |  | Displacement |



| M edium | No | B5 | 14310.8 | Veg | Veg |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | B5 | 14372.8 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 14524.4 |  |  |  |  | Displacement |
| M edium | No | B5 | 14747.4 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 15120.5 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 15546.0 | Veg | Veg |  |  |  |
| M edium | No | B5 | 15459.9 | Veg | Veg |  |  |  |
| M edium | No | B5 | 14905.8 | Veg | Veg |  |  |  |
| M edium | No | B5 | 14594.7 | Veg | Veg |  |  |  |
| M edium | No | E8 | 880.1 |  |  |  |  | Displacement |
| M edium | No | E8 | 179.6 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 17284.4 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 16713.5 | Other |  |  | wide gaps between sidewalk panel | Displacement |
| M edium | No | B5 | 16596.2 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 16036.8 |  |  | Tree Limb |  |  |
| M edium | No | B5 | 16611.4 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 16742.2 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 16859.8 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 19007.4 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 19391.1 | Veg | Veg |  |  |  |
| M edium | No | B5 | 19789.8 | Veg | Veg |  |  |  |
| M edium | No | B5 | 20029.0 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 19789.7 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 19591.8 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 19457.2 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 19430.0 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 19364.4 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 19162.4 | Rough Xing |  |  |  |  |
| M edium | No | B5 | 18913.0 | Rough Xing |  |  |  |  |
| M edium | No | B8 | 5699.7 |  |  |  |  | Displacement |
| M edium | No | B4 | 7216.9 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 9247.0 | Rough Xing |  |  |  |  |
| M edium | No | B7 | 652.8 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 11743.8 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 11763.0 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 11736.7 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 11715.7 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 10991.8 | Rough Xing |  |  |  |  |
| M edium | No | B9 | 4039.3 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 14420.2 | Rough Xing |  |  |  |  |
| M edium | No | B9 | 3970.3 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 14357.3 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 15249.9 | Rough Xing |  |  |  |  |
| M edium | No | B4 | 17170.7 | Rough Xing |  |  |  |  |
| M edium | No | B10 | 4594.2 | Rough Xing |  |  |  |  |
| M edium | No | B10 | 4388.3 |  |  |  |  | Displacement |
| M edium | No | B10 | 4001.0 | Veg | Veg |  |  |  |
| M edium | No | B10 | 3995.6 |  |  |  |  | Displacement |
| M edium | No | B10 | 4414.8 |  |  |  |  | Displacement |
| M edium | No | B10 | 3211.0 | Rough Xing |  |  |  |  |
| M edium | No | B10 | 2793.5 | Veg | Veg |  |  |  |
| M edium | No | B10 | 2684.0 | Veg | Veg |  |  |  |
| M edium | No | B10 | 2381.2 | Veg | Veg |  |  |  |
| M edium | No | B10 | 1112.2 |  |  |  |  | Utility Cover |
| M edium | No | B10 | 871.3 | Veg | Veg |  |  |  |
| M edium | No | B10 | 809.2 | Veg | Veg |  |  |  |
| M edium | No | B10 | 327.7 | Rough Xing |  |  |  |  |
| M edium | No | B10 | 1995.8 | Rough Xing |  |  |  |  |
| M edium | No | B10 | 2055.2 | Rough Xing |  |  |  |  |
| M edium | No | B10 | 2150.1 | Rough Xing |  |  |  |  |
| M edium | No | B10 | 2099.2 | Rough Xing |  |  |  |  |
| M edium | No | B10 | 2231.6 | Rough Xing |  |  |  |  |


| M edium | No | B10 | 2282.3 | Rough Xing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | B10 | 4642.6 |  |  |  | Displacement |
| M edium | No | B10 | 5467.8 | Rough Xing |  |  |  |
| M edium | No | B10 | 5659.5 | Other |  | deteriorated driveway |  |
| M edium | No | B10 | 5559.0 |  |  |  | Utility Cover |
| M edium | No | B10 | 5515.9 | Rough Xing |  |  |  |
| M edium | No | B10 | 5351.3 | Veg | Veg |  |  |
| M edium | No | B10 | 5277.6 |  |  |  | Displacement |
| M edium | No | B10 | 6202.3 | Veg | Veg |  |  |
| M edium | No | B10 | 6753.3 | Rough Xing |  |  |  |
| M edium | No | B10 | 6639.0 |  |  |  | Displacement |
| M edium | No | B8 | 4029.5 | Rough Xing |  |  |  |
| M edium | No | B8 | 3392.6 | Veg | Veg |  |  |
| M edium | No | B8 | 3161.9 | Rough Xing |  |  |  |
| M edium | No | B8 | 3145.3 | Rough Xing |  |  |  |
| M edium | No | B9 | 8230.6 | Rough Xing |  |  |  |
| M edium | No | B8 | 3536.8 | Rough Xing |  |  |  |
| M edium | No | B8 | 3796.1 |  |  |  | Displacement |
| M edium | No | B8 | 3861.8 |  |  |  | Displacement |
| M edium | No | B8 | 4083.0 | Rough Xing |  |  |  |
| M edium | No | B8 | 1749.7 | Rough Xing |  |  |  |
| M edium | No | B8 | 926.0 | Rough Xing |  |  |  |
| M edium | No | B8 | 921.0 | Rough Xing |  |  |  |
| M edium | No | B8 | 1507.3 | Rough Xing |  |  |  |
| M edium | No | B4 | 3454.8 |  |  |  | Displacement |
| M edium | No | B4 | 3428.6 | Rough Xing |  |  |  |
| M edium | No | B4 | 2724.2 | Other |  | rough pavement |  |
| M edium | No | B4 | 2066.9 |  |  |  | Displacement |
| M edium | No | B4 | 2915.3 |  |  |  | Displacement |
| M edium | No | B4 | 680.4 | Veg | Veg |  |  |
| M edium | No | B4 | 629.2 | Veg | Veg |  |  |
| M edium | No | B4 | 259.2 |  |  |  | Displacement |
| M edium | No | B4 | 87.5 |  |  |  | Displacement |
| M edium | No | A10 | 1193.8 | Rough Xing |  |  |  |
| M edium | No | A10 | 713.2 | Rough Xing |  |  |  |
| M edium | No | A10 | 1161.0 | Rough Xing |  |  |  |
| M edium | No | B4 | 524.4 | Rough Xing |  |  |  |
| M edium | No | C1 | 7627.3 | Rough Xing |  |  |  |
| M edium | No | C1 | 8058.0 | Rough Xing |  |  |  |
| M edium | No | C1 | 7307.5 |  |  |  | Displacement |
| M edium | No | C1 | 7153.9 |  |  |  | Displacement |
| M edium | No | C1 | 6677.8 |  |  |  | Displacement |
| M edium | No | C1 | 6108.9 | Veg | Veg |  |  |
| M edium | No | C1 | 6084.6 | Rough Xing |  |  |  |
| M edium | No | C1 | 4229.6 | Rough Xing |  |  |  |
| M edium | No | C1 | 3899.6 |  |  |  | Displacement |
| M edium | No | C1 | 3723.1 |  |  |  | Displacement |
| M edium | No | C1 | 5396.2 |  |  |  | Displacement |
| M edium | No | C1 | 5551.7 |  |  |  | Displacement |
| M edium | No | C1 | 5787.8 |  |  |  | Displacement |
| M edium | No | C1 | 5880.1 |  |  |  | Displacement |
| M edium | No | C1 | 5954.0 |  |  |  | Utility Cover |
| M edium | No | C1 | 6693.3 |  |  |  | Displacement |
| M edium | No | C1 | 7118.4 | Rough Xing |  |  |  |
| M edium | No | C1 | 3180.5 |  |  |  | Displacement |
| M edium | No | C1 | 3105.6 | Rough Xing |  |  |  |
| M edium | No | C1 | 2485.9 |  |  |  | Displacement |
| M edium | No | C1 | 2761.8 | Rough Xing |  |  |  |
| M edium | No | C1 | 3104.8 | Rough Xing |  |  |  |
| M edium | No | B7 | 3392.9 |  |  |  | Displacement |
| M edium | No | B7 | 3224.0 | Rough Xing |  |  |  |
| M edium | No | B7 | 326.5 |  |  |  | Displacement |
| M edium | No | B7 | 397.5 |  |  |  | Displacement |


| M edium | No | B4 | 10456.4 | Rough Xing |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | B7 | 1229.4 |  |  |  |  | Displacement |
| M edium | No | B7 | 1449.5 | Rough Xing |  |  |  | Displacement |
| M edium | No | B7 | 2829.2 | Veg | Veg |  |  |  |
| M edium | No | B7 | 3310.6 | Rough Xing |  |  |  |  |
| M edium | No | B7 | 3427.1 | Rough Xing |  |  |  |  |
| M edium | No | B7 | 3497.8 | Rough Xing |  |  |  |  |
| M edium | No | B1 | 5991.7 | Rough Xing |  |  |  |  |
| M edium | No | B1 | 5777.9 |  |  |  |  | Displacement |
| M edium | No | B1 | 4732.6 |  |  |  |  | Displacement |
| M edium | No | B1 | 5563.5 | Rough Xing |  |  |  |  |
| M edium | No | B1 | 6275.4 | Rough Xing |  | move to 11th |  |  |
| M edium | No | B1 | 6333.4 |  |  | move to 11th |  | Displacement |
| M edium | No | B1 | 6427.1 |  |  |  |  | Displacement |
| M edium | No | B1 | 6663.6 |  |  |  |  | Displacement |
| M edium | No | B1 | 6907.9 |  |  |  |  | Utility Cover |
| M edium | No | B1 | 9273.6 |  |  |  |  |  |
| M edium | No | B1 | 9348.1 | Rough Xing |  |  |  |  |
| M edium | No | B1 | 10187.7 |  |  |  |  | Displacement |
| M edium | No | B1 | 9264.0 |  |  |  |  |  |
| M edium | No | B1 | 8244.5 |  |  |  |  | Displacement |
| M edium | No | B9 | 3459.2 | Veg | Veg |  |  |  |
| M edium | No | B9 | 3777.8 | Veg | Veg |  |  |  |
| M edium | No | B9 | 2797.6 | Rough Xing |  |  |  |  |
| M edium | No | B9 | 927.1 | Veg | Veg |  |  |  |
| M edium | No | B6 | 613.6 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 0.0 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 0.0 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 51.5 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 81.7 |  |  |  |  | Displacement |
| M edium | No | B6 | 1667.8 |  |  |  |  | Displacement |
| M edium | No | B6 | 1754.5 |  |  |  |  | Displacement |
| M edium | No | B6 | 1833.4 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 2737.9 |  |  |  |  | Displacement |
| M edium | No | B6 | 2920.5 |  |  |  |  | Displacement |
| M edium | No | B6 | 3350.5 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 3336.4 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 3266.1 |  |  |  |  | Displacement |
| M edium | No | B6 | 3020.8 |  |  |  |  | Displacement |
| M edium | No | B6 | 2763.9 |  |  |  |  | Displacement |
| M edium | No | B6 | 2365.6 |  |  |  |  | Displacement |
| M edium | No | B6 | 2322.7 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 2134.5 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 1677.9 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 1342.6 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 1053.4 |  |  |  |  | Displacement |
| M edium | No | B6 | 934.6 |  |  | "Pedestrians Prohibited" sign |  |  |
| Medium | No | B6 | 970.6 | Rough Xing |  |  |  |  |
| M edium | No | B6 | 1163.5 | Rough Xing |  |  |  |  |
| M edium | No | B9 | 8050.4 |  |  |  |  | Displacement |
| M edium | No | B9 | 7927.1 | Rough Xing |  |  |  |  |
| M edium | No | B9 | 6705.0 | Rough Xing |  |  |  |  |
| M edium | No | B9 | 4944.3 |  |  |  |  | Displacement |
| M edium | No | B9 | 5909.0 |  |  |  |  | Displacement |
| M edium | No | B9 | 6670.0 |  |  |  |  | Displacement |
| M edium | No | B5 | 599.0 |  |  |  |  | Displacement |
| M edium | No | B5 | 1130.7 |  |  |  |  | Displacement |
| M edium | No | B5 | 1190.1 |  |  | rough crossing | Other |  |
| M edium | No | E9 | 2736.3 | Veg | Veg |  |  |  |
| M edium | No | E9 | 2439.7 | Other |  | picture 30 |  |  |
| M edium | No | E9 | 1476.7 |  |  |  |  | Utility Cover |
| M edium | No | E9 | 1287.0 |  |  |  |  | Displacement |


| M edium | No | E9 | 1046.1 |  |  |  |  | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | E9 | 722.2 | Veg | Veg |  |  |  |
| M edium | No | E9 | 684.1 | Veg | Veg |  |  |  |
| M edium | No | F2 | 263.6 |  |  |  |  | Displacement |
| M edium | No | F2 | 1115.9 | Rough Xing |  |  | pic 35 |  |
| M edium | No | F2 | 1314.5 | Rough Xing |  |  |  |  |
| M edium | No | F1 | 979.2 | Tree |  | Tree Limb |  |  |
| M edium | No | F1 | 191.3 |  |  |  |  | Displacement |
| M edium | No | F1 | 878.5 |  |  |  |  | Utility Cover |
| M edium | No | F1 | 1313.7 |  |  |  |  | Utility Cover |
| M edium | No | F2 | 2038.7 | Rough Xing |  |  |  |  |
| M edium | No | F2 | 2230.7 | Other |  |  | major debris from no drainage pic 39 |  |
| Medium | No | F2 | 3499.8 | Other |  |  | abrupt sidewalk ending |  |
| Medium | No | F2 | 6415.7 | Other |  |  | abrupt sidewalk ending pic 41 |  |
| M edium | No | F2 | 7097.1 |  |  |  |  | Displacement |
| M edium | No | F2 | 7442.8 |  |  |  |  | Displacement |
| M edium | No | F2 | 7704.2 |  |  |  |  | Displacement |
| Medium | No | F2 | 7752.1 |  |  |  |  | Displacement |
| Medium | No | F2 | 7800.9 |  |  |  |  | Displacement |
| M edium | No | F2 | 8066.3 |  |  |  |  | Displacement |
| M edium | No | F2 | 10467.6 |  |  |  |  | Displacement |
| M edium | No | F2 | 10499.3 |  |  |  |  | Displacement |
| M edium | No | F2 | 10523.0 |  |  |  |  | Displacement |
| M edium | No | F2 | 10891.6 |  |  |  |  | Displacement |
| M edium | No | F2 | 10991.7 |  |  |  |  | Displacement |
| Medium | No | F3 | 488.1 |  |  |  |  | Displacement |
| M edium | No | F3 | 639.3 |  | Veg |  |  |  |
| M edium | No | F3 | 993.6 |  |  |  |  | Utility Cover |
| Medium | No | F3 | 809.2 |  | Veg |  |  |  |
| M edium | No | F3 | 754.4 |  |  |  |  | Displacement |
| M edium | No | F3 | 702.9 |  |  |  |  | Displacement |
| M edium | No | F3 | 322.9 |  |  |  |  | Displacement |
| Medium | No | F4 | 2112.6 |  |  |  |  | Displacement |
| Medium | No | F4 | 2138.2 |  |  |  |  | Displacement |
| M edium | No | F4 | 2270.9 |  |  |  |  | Displacement |
| M edium | No | F5 | 925.5 | Rough Xing |  |  |  |  |
| M edium | No | F5 | 867.1 | Other |  |  | sidewalk ends |  |
| Medium | No | A7 | 852.3 | Rough Xing |  |  |  |  |
| M edium | No | A7 | 2206.4 | Veg | Veg |  |  |  |
| M edium | No | A7 | 2368.9 | Veg | Veg |  |  |  |
| M edium | No | A9 | 743.8 |  |  |  |  | Displacement |
| M edium | No | A9 | 973.6 | Other |  |  | sidewalk ends |  |
| M edium | No | A9 | 949.5 | Other |  |  |  |  |
| Medium | No | A9 | 24209.7 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 24322.2 |  |  |  |  | Displacement |
| M edium | No | A9 | 25144.5 | Rough Xing |  |  |  |  |
| M edium | No | A9 | 25486.1 |  |  |  | rough pavements |  |
| Medium | No | A9 | 25596.9 | Rough Xing |  |  |  |  |
| M edium | No | A9 | 25733.8 |  |  |  | multiple | Pot Hole |
| M edium | No | A9 | 25876.4 | Rough Xing |  |  |  |  |
| M edium | No | A9 | 25970.3 |  |  |  |  | Displacement |
| M edium | No | A9 | 26750.6 |  |  |  |  | Displacement |
| Medium | No | A9 | 27506.6 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 29194.4 |  |  |  |  | Displacement |
| M edium | No | A9 | 29773.5 |  |  |  |  | Displacement |
| M edium | No | A9 | 34926.7 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 34550.0 |  |  |  |  | Displacement |
| Medium | No | A9 | 34191.2 | Rough Xing |  |  |  |  |
| Medium | No | A9 | 34168.6 | Other |  |  | excessive debris (rocks) on sidewalk |  |



| M edium | No | E1 | 7820.7 |  |  | Tree Limb |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | E1 | 10144.3 |  |  |  |  | Displacement |
| M edium | No | E1 | 10557.1 | Rough Xing |  |  |  |  |
| M edium | No | E1 | 10673.1 |  |  |  |  | Displacement |
| M edium | No | E1 | 10822.4 |  |  |  |  | Displacement |
| M edium | No | E1 | 10858.2 |  | Veg |  |  |  |
| M edium | No | E1 | 11052.8 |  | Veg |  |  |  |
| M edium | No | E1 | 11093.8 |  | Veg |  |  |  |
| M edium | No | E1 | 11107.3 |  | Veg |  |  |  |
| M edium | No | E10 | 2770.0 |  |  |  |  | Displacement |
| M edium | No | E10 | 2659.2 | Rough Xing |  |  |  |  |
| M edium | No | E10 | 2065.2 |  |  |  |  | Displacement |
| M edium | No | E10 | 1999.4 |  |  |  |  | Displacement |
| M edium | No | E2 | 1442.3 | Rough Xing |  |  |  |  |
| M edium | No | E2 | 1377.5 | Other |  |  | rough pavement |  |
| M edium | No | E2 | 495.9 | Median |  |  |  |  |
| M edium | No | C3 | 27803.4 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 26901.3 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 26446.6 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 25869.6 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 24789.4 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 24262.9 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 24165.3 | Veg | Veg |  |  |  |
| M edium | No | C3 | 24069.1 | Veg | Veg |  |  |  |
| M edium | No | C3 | 23917.7 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 23488.3 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 23236.6 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 22397.0 |  |  |  |  | Pot Hole |
| M edium | No | C3 | 20858.9 |  |  |  |  | Utility Cover |
| M edium | No | C3 | 20591.2 | Rough Xing |  |  | multiple manhole covers |  |
| M edium | No | C3 | 20535.7 |  |  |  |  | Utility Cover |
| M edium | No | C3 | 20277.7 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 19803.6 |  | Veg |  |  |  |
| M edium | No | C3 | 18684.8 |  |  |  |  | Utility Cover |
| M edium | No | D7 | 2809.7 |  |  |  |  | Displacement |
| M edium | No | D7 | 2997.1 | Rough Xing |  |  |  |  |
| M edium | No | D7 | 3167.3 |  |  |  |  | Displacement |
| M edium | No | D7 | 3191.9 | Rough Xing |  |  |  |  |
| M edium | No | D7 | 3614.5 | Rough Xing |  |  |  |  |
| M edium | No | E1 | 1138.0 |  | Veg |  |  |  |
| M edium | No | E1 | 1672.3 |  |  |  |  | Utility Cover |
| M edium | No | E1 | 1779.8 |  |  |  |  | Utility Cover |
| M edium | No | D10 | 135.7 |  |  |  |  | Displacement |
| M edium | No | D10 | 365.1 | Rough Xing |  |  |  |  |
| M edium | No | E1 | 2561.2 | Rough Xing |  |  |  |  |
| M edium | No | D9 | 510.7 | Veg | Veg |  |  |  |
| M edium | No | D9 | 827.4 |  |  |  |  | Utility Cover |
| M edium | No | D9 | 1647.4 |  |  |  |  | Utility Cover |
| M edium | No | E1 | 3217.2 | Rough Xing |  |  |  |  |
| M edium | No | E1 | 3528.1 |  |  |  |  | Utility Cover |
| M edium | No | E1 | 4107.2 |  |  |  |  | Utility Cover |
| M edium | No | E1 | 4264.1 |  |  |  |  | Utility Cover |
| M edium | No | E1 | 4896.0 |  |  |  |  | Utility Cover |
| M edium | No | E1 | 5248.4 | Rough Xing |  |  |  |  |
| M edium | No | E1 | 5501.5 |  |  |  |  | Displacement |
| M edium | No | E1 | 5579.3 |  |  |  |  | Utility Cover |
| M edium | No | E1 | 5598.4 |  |  |  |  | Displacement |
| M edium | No | E1 | 5638.3 |  |  |  |  | Utility Cover |
| M edium | No | E1 | 5949.7 |  |  |  |  | Utility Cover |
| M edium | No | E1 | 6472.6 | Rough Xing |  |  |  |  |
| M edium | No | E3 | 2244.3 | Rough Xing |  |  |  |  |
| M edium | No | E3 | 607.7 |  |  |  |  | Displacement |


| M edium | No | E3 | 517.9 |  |  |  |  | Utility Cover |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | C3 | 14276.2 | Rough Xing |  |  |  |  |
| Medium | No | C3 | 14480.4 |  |  |  |  | Displacement |
| M edium | No | C3 | 14515.5 |  |  |  |  | Displacement |
| M edium | No | C3 | 15108.1 |  |  |  |  | Pot Hole |
| M edium | No | C3 | 15704.6 |  |  |  |  | Utility Cover |
| M edium | No | C3 | 15741.8 |  |  |  |  | Utility Cover |
| M edium | No | C3 | 15789.6 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 15840.5 |  |  |  |  | Utility Cover |
| M edium | No | C3 | 15895.1 |  |  |  |  | Displacement |
| Medium | No | C3 | 16331.1 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 16746.2 |  |  |  |  | Displacement |
| M edium | No | C3 | 16991.7 |  |  |  |  | Displacement |
| Medium | No | C3 | 17308.7 | Rough Xing |  |  |  |  |
| Medium | No | C3 | 17480.6 |  |  |  |  | Displacement |
| Medium | No | C3 | 18064.0 |  |  |  |  | Pot Hole |
| M edium | No | D7 | 1992.9 |  |  | Tree Limb |  |  |
| M edium | No | D7 | 1929.3 | Rough Xing |  |  |  |  |
| M edium | No | D7 | 1464.0 |  |  |  | rough pavement |  |
| M edium | No | D7 | 1299.2 | Rough Xing |  |  |  |  |
| M edium | No | D7 | 828.3 |  |  |  |  | Displacement |
| Medium | No | D7 | 507.4 |  |  |  |  | Displacement |
| M edium | No | D7 | 413.0 | Median |  |  |  |  |
| M edium | No | D6 | 4532.1 | Rough Xing |  |  |  |  |
| M edium | No | D6 | 5432.9 |  |  |  |  | Utility Cover |
| Medium | No | D6 | 6778.2 |  |  |  |  | Utility Cover |
| M edium | No | D6 | 6816.6 | Other | Sign |  |  |  |
| M edium | No | D4 | 2900.6 |  |  |  |  | Displacement |
| M edium | No | D4 | 3474.7 |  |  |  |  | Utility Cover |
| M edium | No | D5 | 200.3 |  |  |  |  | Displacement |
| Medium | No | D5 | 262.2 |  |  |  |  | Displacement |
| M edium | No | D5 | 1813.5 | Veg | Veg |  |  |  |
| M edium | No | D5 | 2246.6 | Rough Xing |  |  |  |  |
| M edium | No | D5 | 2258.4 | Rough Xing |  |  |  |  |
| M edium | No | D5 | 2257.4 | Rough Xing |  |  |  |  |
| Medium | No | D5 | 1816.7 |  |  |  |  | Displacement |
| Medium | No | D4 | 4722.6 |  |  |  |  | Utility Cover |
| M edium | No | D6 | 4945.9 | Rough Xing |  |  |  |  |
| M edium | No | C9 | 8245.8 | Rough Xing |  |  |  |  |
| Medium | No | C9 | 8232.5 |  |  |  |  | Utility Cover |
| Medium | No | C9 | 7890.4 |  |  |  |  | Displacement |
| M edium | No | C9 | 7070.4 |  |  |  |  | Displacement |
| M edium | No | C9 | 6989.3 | Other |  |  | rough pavement |  |
| M edium | No | C9 | 6728.6 | News Rack |  |  |  |  |
| M edium | No | C9 | 4961.6 | Rough Xing |  |  |  |  |
| M edium | No | C3 | 11606.8 | Rough Xing |  |  |  |  |
| M edium | No | C9 | 4766.2 |  | Veg |  |  |  |
| Medium | No | C9 | 3990.2 |  |  |  |  | Utility Cover |
| M edium | No | C9 | 3567.4 |  |  |  |  | Utility Cover |
| M edium | No | C9 | 3310.4 |  |  |  | rough pavement |  |
| M edium | No | C9 | 3223.7 | Rough Xing |  |  |  |  |
| M edium | No | C9 | 2802.3 |  |  |  |  | Displacement |
| M edium | No | C9 | 2651.2 |  |  |  |  | Displacement |
| M edium | No | C9 | 2249.1 |  |  |  |  | Utility Cover |
| Medium | No | C9 | 1418.3 |  | Veg |  |  |  |
| Medium | No | C9 | 1268.6 |  | Veg | Tree Limb |  |  |
| M edium | No | C9 | 653.8 |  | Veg |  |  |  |
| M edium | No | C9 | 605.3 |  |  |  | rough pavement |  |
| M edium | No | C9 | 549.8 |  | Veg |  |  | Utility Cover |
| Medium | No | C3 | 10704.7 |  |  |  |  | Displacement |
| M edium | No | C3 | 10773.8 |  |  |  |  | Displacement |
| M edium | No | C3 | 10876.0 |  |  |  |  | Displacement |
| Medium | No | C3 | 6247.6 |  |  |  |  | Utility Cover |


| M edium | No | C3 | 6765.5 |  |  |  |  |  | Displacement |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| M edium | No | C3 | 7452.5 |  |  |  |  |  | Displacement |
| Medium | No | C3 | 7930.4 |  |  |  | cap | Other | Displacement |
| Medium | No | C3 | 8263.5 |  |  |  |  |  | Utility Cover |
| M edium | No | C3 | 8608.4 |  |  |  |  |  | Displacement |
| M edium | No | C3 | 8727.1 | Rough Xing |  |  |  |  |  |
| M edium | No | C3 | 8840.1 | Rough Xing |  |  |  |  |  |
| M edium | No | C3 | 8917.7 | Rough Xing |  |  |  |  |  |
| M edium | No | C3 | 9135.4 |  |  |  |  |  | Displacement |
| M edium | No | C3 | 9350.1 |  |  |  |  |  | Displacement |
| M edium | No | C3 | 9429.2 |  |  |  |  |  | Displacement |
| M edium | No | C10 | 79.0 |  |  |  |  |  | Displacement |
| M edium | No | D1 | 4760.9 | Rough Xing |  |  |  |  |  |
| M edium | No | C10 | 961.1 | Veg | Veg |  |  |  |  |
| Low | Yes | A1 | 546.4 | Utility Pole |  |  |  |  |  |
| Low | Yes | B1 | 7533.3 | Utility Pole |  |  |  |  |  |
| Low | Yes | E1 | 1641.6 |  |  |  |  | Displacement |  |
| Low | Yes | E1 | 1713.6 |  |  |  |  | Displacement |  |
| Low | Yes | E1 | 3327.6 |  |  |  |  | Pot Hole |  |
| Low | Yes | D4 | 4102.0 |  |  |  |  | Displacement |  |
| Low | Yes | B1 | 14171.6 |  |  |  |  | Displacement |  |
| Low | Yes | D1 | 3087.3 |  |  |  |  | Displacement |  |
| Low | Yes | D1 | 3054.4 |  |  | Veg |  |  |  |
| Low | Yes | A3 | 2236.3 |  |  |  |  | Displacement | Displacement |
| Low | Yes | A3 | 1618.2 |  |  |  |  | Displacement |  |
| Low | Yes | B5 | 29325.8 |  |  |  |  | Displacement | Displacement |
| Low | Yes | B5 | 13466.5 |  |  |  |  | Utility Cover | Utility Cover |
| Low | Yes | B5 | 15104.0 |  |  |  |  | Displacement | Displacement |
| Low | Yes | C1 | 2715.3 |  |  |  |  | Displacement | Displacement |
| Low | Yes | B9 | 3942.3 |  |  |  |  | Utility Cover | Utility Cover |
| Low | Yes | B9 | 3951.2 |  |  |  |  | Pot Hole | Pot Hole |
| Low | Yes | B6 | 2499.1 |  |  |  |  | Displacement |  |
| Low | Yes | B9 | 6125.9 |  |  |  |  | Displacement |  |
| Low | Yes | F2 | 8838.7 |  |  |  |  | Displacement | Displacement |
| Low | Yes | C10 | 437.7 | Veg |  | Veg |  |  |  |
| Low | Yes | B6 | 3185.1 | Rough Xing |  |  | broken pavement with cross slope of $17 \%$ |  | Displacement |
| Low | No | C7 | 4744.9 |  |  | Tree Limb |  |  |  |
| Low | No | B1 | 13269.1 | Veg | Veg |  |  |  |  |
| Low | No | B1 | 15294.0 | Veg | Veg |  |  |  |  |
| Low | No | D1 | 2564.1 | Rough Xing |  |  |  |  |  |
| Low | No | A3 | 1819.6 |  |  |  | asphalt driveway rough pavement |  |  |
| Low | No | A6 | 4783.3 | Rough Xing |  |  |  |  |  |
| Low | No | A6 | 2311.1 |  |  |  |  |  | Displacement |
| Low | No | B5 | 16502.6 | Other |  |  | wide gaps between sidewalk panel |  | Displacement |
| Low | No | B5 | 16424.7 | Rough Xing |  |  |  |  |  |
| Low | No | C1 | 6287.5 | Rough Xing |  |  |  |  |  |
| Low | No | C1 | 5567.4 | Rough Xing |  |  |  |  |  |
| Low | No | C1 | 5278.6 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 752.7 |  |  |  |  |  | Displacement |
| Low | No | B9 | 805.0 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 902.8 |  |  |  |  |  | Displacement |
| Low | No | B9 | 957.0 |  |  |  |  |  | Displacement |
| Low | No | B9 | 1156.1 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2243.9 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2280.5 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2380.8 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2591.4 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2734.9 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2800.1 |  |  |  |  |  | Displacement |
| Low | No | B9 | 2823.5 | Rough Xing |  |  |  |  |  |


| Low | No | B9 | 2904.0 | Rough Xing |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Low | No | B9 | 3088.8 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 3559.4 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 3810.5 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 3052.0 | Rough Xing |  |  |  |  |  |
| Low | No | B9 | 2267.2 | Rough Xing |  |  |  |  |  |
| Low | No | B6 | 2198.1 | Rough Xing |  |  |  |  |  |
| Low | No | B6 | 2279.0 | Rough Xing |  |  |  |  |  |
| Low | No | B6 | 2535.4 | Rough Xing |  |  |  |  |  |
| Low | No | B6 | 2782.8 | Rough Xing |  |  |  |  |  |
| Low | No | B6 | 2827.2 |  |  |  |  |  |  |
| Low | No | B6 | 2839.1 | Rough Xing |  |  |  |  |  |
| Low | No | B6 | 2955.6 | Rough Xing |  |  |  |  |  |
| Low | No | B6 | 2879.9 | Rough Xing |  |  |  |  |  |
| Low | No | B6 | 2858.6 | Rough Xing |  |  |  |  |  |
| Low | No | F2 | 10267.6 | Rough Xing |  |  |  |  |  |
| Low | No | A8 | 391.1 | Other |  |  |  |  |  |
| Low | No | E1 | 833.5 | P10 |  |  |  |  |  |
| Low | No | C10 | 378.2 | Rough Xing |  |  |  |  |  |


| $\begin{aligned} & \hline \text { Location } \\ & \text { Priority } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \text { SY/N) } \\ & \hline \end{aligned}$ | Route | Postmile | Intersection <br> Corner | Ramp Type | $\begin{aligned} & \text { Signalized } \\ & \text { Intersection } \end{aligned}$ | $\begin{array}{\|l} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|l\|} \hline \text { Button } \\ \text { Level } \\ \hline \end{array}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \begin{array}{l} \text { Audible } \\ \text { Signal } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{array}{\|c} \hline \text { Straight } \\ \text { Curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Tond } \\ \hline \text { Landing } \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Right Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \end{gathered}$ | $\begin{gathered} \hline \text { Gutter Slope + } \\ \text { Ramp Slope } \\ \hline \end{gathered}$ | $\left.\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{array}{\|c} \left\lvert\, \begin{array}{c} \text { Landing } \mathrm{X} \\ \text { Slope } \end{array}\right. \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Silope } \end{aligned}$ | $\begin{array}{\|c} \begin{array}{c} \text { Right X. } \\ \text { Slope } \end{array} \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } \\ \text { Slope } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \begin{array}{l} \text { Left } \mathrm{C} \\ \text { Slope } \end{array} \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | ${ }^{\text {A9 }}$ | 29881.9 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 30562.2 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | D6 | 3578.7 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B3 | 1309.2 | NW | Missing | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.20 | 1.00 | 2.50 | 4.00 | 2.20 | 0.9999 | 0.9999 |  | No |
| High | Yes | C5 | 6025.4 | SW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A5 | 407.4 | SE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4351.7 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{65}$ | 29549.3 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{65}$ | 29509.8 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 4908.2 | NW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{5}$ | 13650.8 | SE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E8 | 253.3 | SE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 16625.2 | SE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 16566.2 | SW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 16577.7 | NW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{65}$ | 16645.7 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B4 | 15248.1 | NW | Missing | Yes | 2 inch | No | No | No |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B4 | 15302.3 | NE | Missing | Yes | 2 inch | No | No | No |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 4496.0 | SE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 4544.4 | SE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 344.9 | NW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 5260.8 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {F2 }}$ | 4695.4 | NE | Parallel | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 15.10 | 7.50 | 2.70 | 2.40 | 5.30 | 9.70 | 4.80 |  | No |
| High | Yes | ${ }^{\mathrm{F} 2}$ | 8754.1 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 9.90 | 1.00 | 6.30 | 6.50 | 16.50 | $\stackrel{0}{0.00}$ | ${ }^{0.00}$ | ${ }_{0} 0.00$ | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 12689.0 |  | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | Yes | Yes | 6.20 | 2.30 | 5.70 | 9.70 | 6.50 | 0.60 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F4 | 42.2 | SE | Regular | Yes | 2 inch | No | No | No |  | Yes | No | Yes | No | No | 8.60 | 6.80 | 1.40 | 12.40 | 17.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F4 | 50.9 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 8.70 | 1.00 | 6.80 | 10.10 | 15.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F5 | 2301.1 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 6.30 | 0.30 | 6.30 | 7.60 | 8.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F5 | 2262.4 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.60 | 0.60 | 7.90 | 7.60 | 13.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F5 | 2229.7 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.90 | 1.70 | 5.50 | 10.10 | 9.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F5 | 2173.0 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.50 | 1.10 | 10.40 | 6.60 | 12.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F5 | 1871.9 |  | Regular | No |  |  |  |  |  | No | No | No | No | No | 7.50 | 7.20 | 9.00 | 16.40 | 8.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F5 | 1839.5 |  | Regular | No |  |  |  |  | No | No | No | No | No | No | 6.90 | 0.10 | 14.60 | 12.30 | 8.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F5 | 1788.8 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 6.60 | 1.70 | 11.60 | 5.30 | 6.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $\mathrm{F}_{5}$ | 1764.7 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.30 | 0.50 | 8.20 | 7.50 | 11.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 1558.2 | NE | ${ }^{\text {Parallel }}$ | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.00 500 | 0.00 | 0.00 | 0.00 <br> 1320 | 15.20 | 7.70 | 1.70 | 4.60 | 4.80 | 7.40 | 3.30 |  | No |
| $\underset{\substack{\text { High } \\ \text { High }}}{ }$ | Yes | A9 | 11197.0 |  | Regular | No |  |  |  |  |  | No | No | $\frac{\text { No }}{\text { Yes }}$ | No | No | 5.90 <br> 1.10 | 0.50 <br> 1.40 | $\frac{17.00}{5.70}$ | 13.20 <br> 5.80 | ${ }_{1}^{14.70}$ | $\frac{0.00}{0.00}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }_{\text {A9 }}^{\text {A }}$ | ${ }^{199928.6}$ | ${ }_{\text {NE }}^{\text {NE }}$ | Praralel | Yes | $\frac{\text { 2inch }}{2 \text { inch }}$ | ${ }_{\text {Yos }}$ | $\frac{\mathrm{N}_{0}}{\text { No }}$ | $\frac{\mathrm{N}_{0}}{\text { No }}$ | No | Yes | $\frac{\text { No }}{\text { No }}$ | Yes | No | No | $\frac{1.10}{2.50}$ | 1.40 4.20 | $\frac{5.70}{2.10}$ | 5.80 7.70 | 0.90 9.50 | 0.00 0.00 | ${ }^{0.00}$ | ${ }_{0}^{0.00}$ | 0.00 | 0.00 | ${ }_{0}^{0.00}$ |  | $\frac{\mathrm{No}}{\text { No }}$ |
| High | Yes | A9 | 20599.5 |  | Regular | No |  |  |  |  |  | Yes | No | No |  | No | ${ }^{2.00}$ | 4.20 | ${ }^{12.70}$ | 2.00 | 14.20 | 0.00 | 0.00 | ${ }_{0} 0.00$ | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 20957.4 | SE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | No | 5.80 | 0.70 | 6.70 | 6.60 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 20981.8 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 6.00 | 11.30 | 17.50 | 3.70 | 15.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 21636.8 |  | Regular | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 4.00 | 0.30 | 3.80 | 9.10 | 7.10 | 3.10 | 2.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 21687.1 | NW | Regular | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 6.40 | 5.90 | 3.00 | 8.70 | 8.10 | 2.80 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 21727.3 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.10 | 4.40 | 11.00 | 1.70 | 15.10 | 2.30 | 3.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 22158.3 | NE | Regular | No |  |  |  |  |  | No | No | No | Yes | Yes | 7.80 | 1.50 | 18.80 | 12.40 | 11.20 | 3.00 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 222162.3 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | Yes | No | 9.90 | 4.10 | 20.60 | 4.30 | 20.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | ${ }^{22226.7}$ | SE | Regular | Yes | 2 inch | Yes | No | No | No | $\stackrel{\text { No }}{\text { Yes }}$ | No | Yes | Yes | Yes | $\frac{12.10}{590}$ | 7.60 | 8.400 | 21.30 | 16.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | ${ }^{222646.8}$ |  | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | 5.90 | 2.70 | 2.30 | 10.20 | 16.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 22696.4 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 8.10 | 6.10 | 10.40 | 2.10 | 16.40 | 4.70 | 5.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 23008.5 |  | ${ }_{\text {Regular }}$ | No |  |  |  |  | No | Yes | No | No | No | $\stackrel{\text { No }}{\text { Nos }}$ |  | 1.20 | 7.40 <br> 1830 | 11.40 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 23540.0 | ${ }_{\text {SE }}^{\text {SE }}$ | Requar | No |  |  |  |  | No | No | No | Yes | Yes | Yes | 3.70 3.90 | $\frac{2.30}{1.10}$ | 18.30 <br> 1870 | 18.60 220 | $\frac{12.70}{6.90}$ | $\frac{0.70}{210}$ | $\frac{2.60}{220}$ | 0.00 0.00 | ${ }_{0}^{0.00}$ | $\frac{0.00}{0.00}$ | ${ }_{0}^{0.00}$ |  | $\stackrel{\text { No }}{\text { No }}$ |
| High | Yes <br> Yes | A99 | 2371929.4 | SE | $\frac{\text { Regular }}{\text { Regular }}$ | No |  |  |  |  | $\stackrel{\text { No }}{\text { Yes }}$ | $\stackrel{\text { No }}{\text { Yes }}$ | $\frac{\text { No }}{\text { No }}$ | Yes | No | Yes | ${ }_{1}^{11.30}$ | $\frac{1.00}{2.00}$ | $\xrightarrow{\frac{10}{20.00}}$ | ${ }^{22.40}$ | $\frac{14.40}{}$ | ${ }^{2.180}$ | $\frac{2.20}{0.10}$ | 0.00 | 0.00 | 0.00 | 0.00 |  | $\frac{\text { No }}{\text { No }}$ |
| High | Yes | A9 | 24207.2 | NE | Regular | No |  |  |  |  | No | No | No | NA | No | Yes | ${ }_{3} .60$ | $\frac{2.0}{7.10}$ | 10.00 34.30 | ${ }^{19.90}$ | 10.30 | $\stackrel{7.00}{4.60}$ | ${ }^{10.70}$ | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 24909.6 |  | Regular | No |  |  |  |  |  | No | No | Yes | Yes | No | 5.50 | 2.40 | 17.70 | 9.90 | 13.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 24939.5 |  | Regular | No |  |  |  |  |  | No | No | Yes | Yes | No | ${ }^{5.70}$ | 2.00 | 14.00 | 10.20 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 25122.5 | NE | Regular | Yes | 2 inch | No | Yes | Yes | No | Yes | No | Yes | No | No | 5.40 | 5.60 | 15.00 | 0.50 | 8.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 25182.6 | SE | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | No | Yes | 10.10 | 2.00 | 9.50 | 13.30 | 19.90 | 0.50 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29127.9 | SE | Regular | Yes | 2 inch | No | No | No |  | Yes | Yes | Yes |  | No | 3.60 | 0.50 | 9.70 | 12.20 | 15.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 31.0 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 6.40 | 1.30 | 4.30 | 10.40 | 14.30 | 0.70 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29889.9 | SE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 7.30 | 4.10 | 9.80 | 10.60 | 16.70 | 2.90 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29992.8 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes | Yes | No | 5.80 | 2.50 | 12.00 | 5.60 | 12.90 | 1.90 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 30029.4 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 3.40 | 1.30 | 4.90 | 11.30 | 19.40 | 3.10 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 30558.4 | NE | Regular | Yes | 2 inch | Yes | No |  | No | Yes | No | Yes | No | No | 6.20 | 1.00 | 6.10 | 8.10 | 13.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 30991.0 | SE | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 1.80 | $\stackrel{1}{0.20}$ | 5.60 | 4.80 | 7.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31130.0 | NE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | Yes | No | 5.40 | 3.80 | 10.00 | 3.30 | 7.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31133.6 | NW | Regular | Yes |  |  |  |  | No | No | No | No | Yes | Yes | 10.10 | 7.40 | 16.70 | 12.20 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }_{\text {A9 }}$ | ${ }^{345659.9}$ | NE | Regular | No |  |  |  |  |  | No | No | No | No | Yes | 8.90 1320 | 3.10 | $\underline{20.30}$ | $\stackrel{17.20}{2120}$ | $\frac{10.70}{1530}$ | 3.10 | 2.80 | 0.00 | 0.00 | 0.00 | ${ }_{0}^{0.00}$ |  | No |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| $\begin{aligned} & \text { Location } \\ & \text { Priority } \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \text { (Y/N) } \end{aligned}$ | Route | Postmile | $\begin{gathered} \hline \text { Intersection } \\ \text { Corner } \\ \hline \end{gathered}$ | Ramp Type | $\begin{gathered} \text { Signalized } \\ \text { Intersection } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button } \\ \text { Type } \\ \hline \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button } \\ \text { Level } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \begin{array}{c} \text { Audible } \\ \text { Signal } \\ \hline \end{array} \\ \hline \text { Siguligul } \\ \hline \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Detectable } \\ \text { Warning } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \\ \hline \end{array}$ | $\begin{array}{\|c} \hline \text { Straight } \\ \text { curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \text { Landing } \\ \hline \end{array}$ | $\begin{aligned} & \hline \text { Ramp } \\ & \text { Slope } \end{aligned}$ | Ramp X- Slope | $\begin{array}{\|c} \hline \text { Right Flare } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{gathered} \begin{array}{c} \text { Gutter Slope + } \\ \text { Ramp Slope } \end{array} \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Landing } \\ \text { Slope } \\ \hline \end{array}$ | $\left.\begin{array}{\|c} \text { Landing } \mathrm{x} \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \text { R} \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Rightr } \mathrm{E} \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \text { Left } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | A9 | 32689.5 | NE | Regular | No |  |  |  |  | No | No | No | Yes | No | Yes | 11.40 | 0.90 | 20.90 | 19.80 | 22.30 | 2.70 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31766.3 | NE | Regular | No |  |  |  |  | No | No | No | No | No | No | 8.00 | 1.70 | 19.90 | 22.00 | 10.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31369.9 | SE | Regular | No |  |  |  |  |  | No | No | No | No | No | 9.20 | 2.40 | 11.00 | 20.60 | 16.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31345.0 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.40 | 3.90 | 12.60 | 8.40 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31231.1 | SE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 8.70 | 1.10 | 10.80 | 6.90 | 10.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | fixed ped phase | No |
| High | Yes | A9 | 42914.9 |  | Regular | No |  |  |  |  | No | No | No | NA |  | No | 6.00 | 0.30 | 8.20 | 8.00 | 7.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 40014.5 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes |  | No | 7.50 | 0.40 | 0.50 | 5.60 | 16.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E10 | 1850.5 | SE | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.40 | 2.30 | 1.60 | 12.70 | 19.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E10 | 1792.7 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 8.70 | 2.80 | 10.00 | 5.50 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2062.8 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | Yes | No | 8.60 | 0.40 | 6.40 | 5.80 | 13.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2349.4 |  | Parallel | No |  |  |  |  |  | No | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.70 | 1.10 | 8.60 | 8.00 | 1.00 | 8.10 | 2.40 |  | No |
| High | Yes | E1 | 2755.8 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 3.90 | 0.30 | 3.40 | 3.60 | 7.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2821.3 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.40 | 0.80 | 9.50 | 5.90 | 10.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C3 | 13143.2 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.40 | 1.80 | 10.70 | 21.40 | 15.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 3427.4 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 13.70 | 1.40 | 15.10 | 17.20 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 06 | 3362.5 | SW | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 13.10 | 0.40 | 16.30 | 15.90 | 13.80 | 2.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2732.5 | SE | Regular | No |  |  |  |  |  | No | No | No | No | No | 7.50 | 0.30 | 4.70 | ${ }_{8} 8.20$ | 18.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2667.7 | SW | Regular | Yes | 2 inch | Yes | No | No |  | Yes | No | No | No | No | 2.70 | 1.50 | 6.60 | 7.60 | 11.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2637.5 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 12.10 | 1.10 | 17.10 | 16.00 | 18.50 | 3.70 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2702.7 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.30 | 0.30 | 4.60 | ${ }^{9.90}$ | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2776.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.10 | 0.40 | 7.40 | 2.30 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2847.2 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 15.70 | 1.90 | 14.70 | 13.30 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 2896.0 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 11.70 | 1.60 | 14.70 | 15.10 | 12.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 3399.2 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 12.30 | 0.50 | 14.10 | 14.10 | 20.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 3513.6 | NW | Regular | No |  |  |  |  |  | No | No | No | No | No | 31.40 | 8.40 | 15.30 | 23.00 | 37.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D4 | 3075.1 | NW | Regular | No |  |  |  |  |  | Yes | No | No |  | No | 5.30 | 0.70 | 3.80 | 8.90 | 6.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D4 | 3693.1 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | Yes | No | 10.50 | 0.10 | 7.50 | 6.40 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D4 | 6515.0 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 3.00 | 2.20 | 10.00 | 5.40 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 6488.3 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | ${ }^{3} .50$ | 3.20 | 10.10 | 8.50 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 6406.2 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 3.90 | 2.10 | 5.60 | 15.30 | 12.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 3710.8 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | ${ }^{1.30}$ | 1.30 | 6.50 | 5.80 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 3682.9 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | No | 1.80 | 0.70 | 5.50 | 6.30 | 7.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 3631.4 | NW | Parallel | No |  |  |  |  |  | No | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.10 | 1.50 | 0.20 | 6.20 | 0.10 | 6.30 | 1.90 |  | No |
| High | Yes | C9 | 3597.1 | NW | Parallel | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.50 | 1.20 | 1.20 | 5.70 | 2.70 | 6.80 | 0.00 |  | No |
| High | Yes | C9 | 3170.3 | NE | Regular | No |  |  |  |  |  | Yes | No | NA | No | No | 5.70 | 1.40 | 7.90 | 6.40 | 15.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 5565.1 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 6.40 | 0.90 | 5.00 | 0.9999 | 14.80 | 0.90 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 1680.3 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.60 | 0.70 | 6.50 | 4.00 | 17.50 | 1.50 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C3 | 2332.1 |  | Regular | Yes | 2 inch | Yes | No | No |  | No | No | Yes | No | No | 7.00 | 1.00 | 9.30 | 8.40 | 13.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c }}$ | 2331.7 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 10.90 | 0.60 | 6.80 | 9.90 | 25.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A10 | 7748.6 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 7.60 | 4.40 | 2.50 | 4.60 | 19.20 | 1.20 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 4700.7 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 12.00 | 0.10 | 10.70 | 6.90 | 21.30 | 2.30 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 4707.5 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 6.80 | 2.10 | 12.50 | 4.50 | 18.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | ${ }^{15045.7}$ | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 4.60 | 3.10 | 9.00 | 4.20 | 14.70 | 6.40 | 3.60 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | B1 | 15052.1 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 10.50 | 1.50 | 7.20 | 6.80 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {B1 }}$ | 15095.1 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | ${ }^{8.20}$ | 3.00 | 6.90 | 4.70 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C8 | 607.0 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 5.40 | 0.70 | 6.70 | 4.70 | 9.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C8 | 1021.5 | SW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 5.60 | 2.20 | 4.40 | 10.40 | 13.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C8 | 1076.6 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 9.20 | 0.40 | 6.50 | 8.50 | 15.70 | 1.50 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C8 | 1766.1 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 7.80 | 1.40 | $\stackrel{9.50}{ }$ | 8.10 | 18.80 | 3.80 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D1 | 4399.8 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.80 | 1.80 | 11.00 | 5.20 | 14.80 | 0.70 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C8 | 1764.0 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.60 | 1.20 | 7.70 | 8.10 | 15.80 | 6.50 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C8 | 558.5 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.50 | 8.10 | 2.10 | 6.90 | 15.20 | 2.20 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 1816.8 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 9.00 | 2.60 | 5.90 | 5.60 | 15.30 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 2404.3 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 7.60 | 2.40 | 6.40 | 8.30 | 17.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{C 7}$ | 3997.3 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.10 | 0.70 | 8.20 | 9.30 | 13.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 4019.1 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.80 | 2.60 | 4.70 | 3.30 | 15.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 424.5 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.70 | 0.70 | 6.20 | 8.50 | 13.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{C 7}$ | 4277.2 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.80 | 2.00 | 8.20 | 6.90 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{C 7}$ | 4521.3 | SW | Regular | No |  |  |  |  |  | No | No | NA |  | No | 7.00 | 1.10 | 8.60 | 8.90 | 17.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 4553.4 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.80 | 0.90 | 8.80 | 8.90 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 4558.9 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.20 | 1.30 | 9.40 | 6.00 | 20.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {c7 }}$ | 4520.9 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.00 | 2.30 | 4.90 | 9.90 | 16.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 4021.0 | NE | Regular | No |  |  |  |  |  | Yes | No | No |  | No | 7.40 | 0.30 | 6.40 | 6.70 | 14.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 3978.6 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.60 | 3.00 | 6.60 | 9.20 | 13.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B1 | 14334.3 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.20 | 4.10 | 12.00 | 3.60 | 14.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 2334.9 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 9.20 | 0.50 | 11.00 | 13.20 | 17.70 | 2.70 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C7 | 1820.3 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 12.00 | 2.30 | 8.70 | 7.90 | 18.70 | 2.70 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {C7 }}$ | 1754.6 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 10.00 | $\frac{0.10}{150}$ | $\frac{10.20}{500}$ | 7.20 <br> 1700 | 15.40 | 3.50 1.50 | $\stackrel{0.60}{3}$ | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| ${ }_{\text {H }}$ High | Yes | ${ }^{\text {B1 }}$ | ${ }^{15635.6}$ | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | $\frac{\text { Yes }}{\text { Yes }}$ | ${ }^{8.00}$ | 1.50 <br> 0.60 | 5.00 9.30 | 11.70 | 16.40 | 1.40 | 3.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | $\stackrel{\text { No }}{\text { No }}$ |
| ${ }_{\text {H }}{ }_{\text {High }}$ | Yes <br> Yes | ${ }^{\text {B1 }}$ | ${ }_{1}^{15593.9}$ | NW | ${ }_{\text {Regular }}$ | Yes No |  |  |  |  |  | Yes | No No | Yes No | No <br> No | Yes <br> No | ${ }_{\text {c }}^{12.70}$ | 0.60 2.60 | 9.30 <br> 7.60 | 5.30 8.70 | ${ }_{18}^{18.10} 210$ | 3.00 600 | 1.70 2.90 | ${ }_{0}^{0.00}$ | 0.000 | ${ }_{0}^{0.00}$ | 0.00 |  | No |
| High | Yes | B1 | 14771.7 |  | ${ }_{\text {Regular }}$ | No |  |  |  |  |  | Yes | No | Yes | No | No | ${ }^{7.60}$ | 2.30 | $\stackrel{8}{8.50}$ | $\frac{8.20}{8.20}$ | $\frac{1.90}{}$ | ${ }^{6.000}$ | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |



| $\begin{aligned} & \text { Location } \\ & \text { Priority } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \text { (Y/N) } \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | Signalized Intersection | $\begin{array}{\|l} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|l\|} \hline \text { Button } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Out } \\ \text { of Reach } \end{array}$ | $\begin{array}{\|l\|} \hline \begin{array}{c} \text { Audible } \\ \text { Signal } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{gathered} \text { Stright } \\ \text { curb } \end{gathered}$ | $\left\lvert\, \begin{gathered} \text { Top } \\ \text { Landing } \end{gathered}\right.$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{aligned} & \text { Ramp X- } \\ & \text { Slope } \\ & \hline \end{aligned}$ | $\begin{array}{c\|} \hline \text { Right Flare } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Left Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \text { Gutter Slope + } \\ \text { Ramp Slope } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Landing } \\ \text { Slope } \end{array}$ | $\left.\begin{gathered} \text { Landing } \mathrm{X} \\ \text { Slope } \end{gathered} \right\rvert\,$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\left.\begin{array}{\|c\|c\|} \hline \text { Right X. } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \text { Left } \\ & \text { Slope } \end{aligned}$ | Leftx- | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | C5 | 5501.6 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.10 | 1.70 | 2.10 | 11.00 | 15.60 | 1.40 | 3.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 4832.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | No | 0.70 | 1.00 | 0.00 | 0.00 | 1.20 | 0.70 | 1.00 | 7.00 | 0.60 | 5.20 | 0.10 |  | No |
| High | Yes | C5 | 4221.5 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 14.70 | 0.70 | 18.00 | 17.90 | 20.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 4246.4 |  | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 11.10 | 2.60 | 22.10 | 22.20 | 21.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 4593.2 |  | Regular | No |  |  |  |  |  | Yes |  |  |  | No | 6.90 | 0.40 | 13.00 | 18.10 | 19.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 7990.0 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 7.50 | 0.20 | 12.50 | 11.00 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 1983.4 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 9.70 | 1.70 | 6.10 | 10.50 | 20.30 | 1.90 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D3 | 1055.8 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.50 | 5.40 | 11.50 | 4.20 | 20.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D3 | 1106.9 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.70 | 2.40 | 5.80 | 11.00 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D3 | 1461.6 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 11.60 | 4.80 | 14.90 | 0.80 | 17.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D3 | 1512.9 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.30 | 1.60 | 6.40 | 14.20 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C2 | 4275.9 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 5.20 | 0.70 | 5.40 | 9.00 | 8.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C2 | 3636.9 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 10.90 | 0.80 | 4.10 | 10.30 | 20.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C2 | 3764.6 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 4.10 | 3.00 | 6.70 | 12.60 | 12.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C2 | 3803.9 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 5.30 | 5.50 | 15.10 | 0.70 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c2 | 3882.2 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.10 | 0.10 | 9.80 | 7.40 | 12.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C2 | 3947.5 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 5.20 | 4.40 | 14.20 | 4.00 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | c2 | 4273.9 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 6.10 | 3.30 | 10.90 | 10.80 | 8.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C2 | 4199.1 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 1.10 | 0.60 | 5.80 | 13.10 | 6.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C4 | 1320.6 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 7.20 | 6.50 | 12.90 | 3.00 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C4 | 3655.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 15.60 | 0.50 | 11.20 | 8.50 | 20.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C4 | 3689.8 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.90 | 7.10 | 9.70 | 8.50 | 16.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 338.5 | NW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 7.50 | 0.30 | 9.30 | 2.40 | 25.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 400.8 | NE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 10.70 | 0.60 | 8.30 | 8.30 | 19.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 795.8 | SW | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 10.30 | 4.20 | 9.80 | 6.60 | 21.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 398.7 | SE | Regular | Yes |  |  |  |  | No | Yes | No | Yes |  | No | 12.30 | 0.50 | 8.20 | 8.70 | 16.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C5 | 340.1 | SW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 8.60 | 4.90 | 10.00 | 4.50 | 17.30 | 1.30 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A1 | 5046.5 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 19.60 | 3.50 | 8.90 | 6.20 | 22.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A2 | 2044.1 | NW | Regular | No |  |  |  |  |  | Yes | No | No |  | Yes | 10.70 | 0.90 | 16.20 | 7.60 | 20.10 | 4.80 | 3.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A2 | 2107.2 | SE | Regular | No |  |  |  |  |  | No | No | NA |  | No | 10.90 | 0.60 | 24.80 | 23.90 | 15.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A2 | 2047.2 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.90 | 1.10 | 11.40 | 5.80 | 17.80 | 5.90 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A3 | 0.0 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 11.70 | 1.20 | 7.30 | 7.20 | 18.30 | 3.80 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 0.0 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 9.00 | 2.60 | 12.70 | 6.70 | 16.40 | 2.30 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A3 | 0.0 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 14.50 | 4.70 | 13.20 | 23.20 | 21.10 | 6.40 | 7.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A3 | 0.0 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 14.80 | 0.30 | 16.80 | 17.60 | 20.00 | 13.50 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A3 }}$ | 2.7 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 2.60 | 6.30 | 4.10 | 9.70 | 14.20 | 8.20 | 8.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A3 | 1457.1 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.90 | 4.30 | 26.40 | 31.00 | 17.30 | 1.60 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A3 }}$ | 1476.7 | NW | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 9.90 | 3.00 | 39.30 | 35.20 | 15.50 | 3.00 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A }}$ | 11.6 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.40 | 6.90 | 16.80 | 1.70 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A3 | 4.2 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 1.30 | 0.40 | 7.10 | 1.40 | 5.90 | 1.70 | 4.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 509.0 | NW | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | 8.70 | 1.10 | 8.70 | 10.40 | 8.80 | 1.50 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 581.3 | SW | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 11.40 | 0.10 | 20.50 | 29.10 | 14.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 949.4 | SW | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | Yes | 10.70 | 2.80 | 8.20 | 11.20 | 14.90 | 5.80 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 4255.2 | SE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 7.70 | 1.00 | 8.50 | 7.50 | 16.20 | 1.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 3805.5 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 1.00 | 15.00 | 2.30 | 29.70 | 10.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 3353.7 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.90 | 1.00 | 11.20 | 13.80 | 12.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 3527.4 | NW | Regular | No |  |  |  |  |  | No | Yes | No | No | No | 7.20 | 4.80 | 2.10 | 13.00 | 11.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 3553.3 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 11.90 | 3.50 | 11.30 | 8.90 | 18.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 3669.1 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 0.30 | 7.50 | 0.9999 | 1.20 | 14.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A4 | 4280,1 | SW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 2.20 | 1.60 | 8.30 | 7.30 | 11.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A5 | 402.2 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | Yes | ${ }_{6}^{6.20}$ | 1.30 | 11.50 | 7.80 | 12.20 | 4.50 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A5 | 339.8 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 7.30 | 0.80 | 8.10 | 6.50 | 15.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E7 | 333.3 | SW | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 5.80 | 0.50 | 8.30 | 8.40 | 6.50 | 3.80 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | ${ }^{5987.8}$ | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 11.90 | 0.80 | 9.00 | 8.50 | 15.80 | 0.60 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E7 | 45.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | Yes | 10.40 | 0.70 | 11.20 | 9.20 | 12.40 | 2.40 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E7 | 17.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | ${ }^{12.60}$ | 1.30 | 10.00 | 4.00 | 13.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A5 | 403.0 | SW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 6.40 | 0.50 | 9.30 | 7.90 | 15.10 | 4.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | A6 | 10869.3 | NE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 8.10 | 5.50 | 8.70 | 6.60 | 17.90 | 0.40 | 3.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 10026.9 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 9.10 | 3.70 | 10.20 | 6.60 | 15.20 | 3.70 | 3.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 9708.5 | SW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 8.70 | 0.60 | 7.90 | 10.70 | 19.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 9632.5 | NW | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 6.50 | 1.20 | 7.40 | 6.70 | 11.00 | 5.40 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 930.4 | SW | Regular | No |  |  |  |  |  | No | Yes | NA |  | Yes | 6.50 | 0.50 | 7.10 | 7.30 | 14.20 | 2.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 9279.2 | SW | Regular | No |  |  |  |  |  | No | Yes | NA |  | Yes | 8.80 | 2.30 | 9.50 | 10.60 | 15.70 | 1.20 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 9034.7 | NW | Regular | No |  |  |  |  |  | No | No | NA |  | No | 8.20 | 1.70 | 7.20 | 13.00 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 8897.7 | SW | Regular | Yes |  |  |  |  | No | No | No | Yes | Yes | Yes | 8.50 | $\frac{0.50}{1.30}$ |  | $\stackrel{8.00}{570}$ | 15.60 | 1.40 | 2.30 | 0.00 | 0.00 | ${ }_{0}^{0.00}$ | 0.00 |  |  |
| High | Yes <br> Yes | ${ }_{\text {A6 }}^{\text {A6 }}$ | ${ }^{88833.7}$ | SW | Regular <br> Regular | Yes |  |  |  |  | No | No Yes | $\xrightarrow{\text { Nos }}$ | Yes Yes | No | Yes Yes Yes | 8.30 7.00 | 1.30 0.20 | 10.70 6.90 | 5.70 9.90 | 18.20 17.10 | 3.80 4.10 | $\frac{1.10}{0.10}$ | 0.00 0.00 | 0.00 0.00 | 0.000 | 0.00 0.00 |  | No No |
| High | Yes | ${ }^{\text {A6 }}$ | 9025.4 |  | Regular |  |  |  |  |  |  | No | No | NA |  | Yes | 8.10 | 0.70 | 12.20 | 9.00 | 15.40 | 3.60 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 9098.2 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.10 | 0.60 | 7.40 | 6.50 | 15.50 | 1.70 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 9288.6 | NE | Regular | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 6.60 | 1.70 | 6.10 | 6.00 | 14.60 | 2.30 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 9636.4 | NE | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | Yes | 7.70 | 0.90 | 8.70 | 6.80 | 16.40 | 1.70 | 5.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 9695.8 | SE | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 7.30 | 1.80 | 4.50 | 7.20 | 17.60 | 1.00 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| $\begin{aligned} & \text { Location } \\ & \text { Priority } \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \text { (Y/N) } \end{aligned}$ | Route | Postmile | $\begin{gathered} \hline \text { Intersection } \\ \text { Corner } \\ \hline \end{gathered}$ | Ramp Type | Signalized Intersection | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button } \\ \text { Type } \\ \hline \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button } \\ \text { Level } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Audible } \\ \text { Signal } \\ \hline \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \\ \hline \end{array}$ | $\begin{gathered} \hline \text { Detectable } \\ \text { Warning } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \\ \hline \end{array}$ | $\begin{array}{\|c} \hline \text { Straight } \\ \text { curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Topp } \\ \hline \text { Landing } \end{array}$ | $\begin{aligned} & \hline \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|c} \hline \text { Right Flare } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{gathered} \text { Gutter Slope + } \\ \text { Ramp Slope } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Landing } \\ \text { Slope } \\ \hline \end{array}$ | $\left.\begin{array}{\|c} \text { Landing } \mathrm{x} \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \text { R} \text { Right } \\ & \text { Slope } \end{aligned}$ | $\left.\right\|_{\text {Right } X-} ^{\text {Slope }}$ | $\begin{aligned} & \text { Left } \\ & \text { Slope } \end{aligned}$ | Left X- | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | ${ }^{\text {A6 }}$ | 5837.3 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 6.00 | 0.00 | 6.10 | 9.20 | 16.40 | 3.10 | 1.80 | 0.00 | 0.00 | 0.00 | ${ }_{0} 0.00$ |  |  |
| High | Yes | ${ }^{\text {A6 }}$ | 5785.7 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 8.20 | 1.10 | 9.30 | 8.40 | 14.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 5631.2 | NW | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 7.10 | 0.10 | 8.40 | 7.40 | 15.50 | 3.70 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 5639.1 | SW | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 8.30 | 3.00 | 6.60 | 8.60 | 12.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 5745.5 |  | Regular | No |  |  |  |  |  | No | No | Yes | No | No | ${ }^{9.30}$ | 0.30 | 6.10 | 6.90 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 5759.1 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.60 | 1.00 | 8.80 | 9.00 | 11.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| High | Yes | A6 | 5787.3 | NW | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 8.70 | 2.20 | 15.10 | 6.40 | 10.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 5847.3 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 5.70 | 3.80 | 5.50 | 0.9999 | 17.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 6296.2 | NW | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | Yes | 5.60 | 1.10 | 8.90 | 11.10 | 12.20 | 5.50 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 6335.6 | NW | Regular | Yes |  |  |  |  | No | No | No | Yes | No | Yes | 6.20 | 1.40 | 8.40 | 6.30 | 14.90 | 5.20 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3175.4 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.90 | 7.40 | 5.60 | 22.80 | 19.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3205.0 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.40 | 1.50 | 16.60 | 15.30 | 26.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3578.5 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.80 | 2.20 | 20.00 | 10.70 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 3607.5 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.50 | 3.50 | 10.80 | 18.50 | 17.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 4018.2 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 9.70 | 5.80 | 22.30 | 3.50 | 17.60 | 0.70 | 7.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4049.7 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | Yes | No | 12.70 | 3.60 | 14.60 | 13.90 | 22.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 4542.7 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 19.20 | 0.60 | 12.90 | ${ }_{8} 8.20$ | 24.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | ${ }_{0} 0.00$ |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4571.7 | Sw | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 10.50 | 8.90 | 3.60 | 15.80 | 22.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4563.8 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 14.80 | 1.00 | 9.90 | 9.40 | 28.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4539.4 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.80 | $\frac{1.70}{1.70}$ | 16.60 | 7.00 | 23.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 4370.2 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 15.20 | 1.40 | 17.20 | 16.80 | 23.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4062.3 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 8.90 | 5.90 | 9.40 | 17.70 | 17.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {A6 }}$ | 4047.1 | NE | Regular | No |  |  |  |  |  | No | No | Yes | Yes | No | 11.00 | 3.30 | 16.90 | 14.40 | 22.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3889.3 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.30 | 3.50 | 15.80 | 14.60 | 23.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3865.8 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.10 | 1.30 | 10.30 | 6.20 | 18.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3780.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.40 | 0.50 | 4.20 | 8.70 | 7.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3762.2 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.60 | 0.60 | 9.50 | 6.20 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3678.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.90 | 1.60 | 11.00 | 5.00 | 9.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3653.5 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.30 | 0.00 | 8.80 | 9.10 | 8.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3616.3 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.00 | 3.30 | 23.00 | 4.60 | 16.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3594.1 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.80 | 5.40 | 4.00 | 13.60 | 19.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3351.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 3.20 | 7.50 | 13.20 | 1.30 | 13.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A6 | 3319.6 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.80 | 9.00 | 7.60 | 9.80 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 31606.5 |  | Regular | No |  |  |  |  |  | No | No | NA | No | No | 13.30 | 1.50 | 12.70 | 7.10 | 23.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 31652.6 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 9.50 | 8.80 | 19.30 | 0.40 | 17.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | ${ }^{31348.3}$ | NE | Regular | No |  |  |  |  |  | No | No | Yes | Yes | No | 16.00 | 3.00 | 17.10 | 23.50 | 21.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 30631.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.20 | 1.20 | 9.30 | 10.10 | 11.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{65}$ | 30165.4 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.00 | 0.10 | 9.40 | 6.10 | 9.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $B 5$ | 30132.3 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.50 | 2.00 | 6.70 | 6.50 | 6.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{55}$ | 29890.2 | NE | Regular | Yes | 2inch | No | No | No |  | Yes | No | Yes | No | No | 3.70 | 0.90 | 4.70 | 9.00 | 11.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $\underset{\text { ramp }}{\substack{\text { button approx. } 20 \text { feet from } \\ \text { rat }}}$ | No |
| High | Yes | ${ }^{65}$ | 29837.6 | NE | Regular | Yes | 2 inch | Yes | No | No |  | No | No | Yes | No | No | 2.00 | 0.20 | 1.80 | 2.90 | 6.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 29782.8 | NW | Regular | Yes | 2 inch | No | Yes | No |  | Yes | Yes | Yes | No | No | 2.90 | 1.30 | 7.40 | 5.90 | 10.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $B 5$ | 28871.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 11.90 | 0.10 | 9.40 | 9.90 | 22.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 27225.7 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 10.60 | 1.40 | 9.60 | 8.60 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 27191.5 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.60 | 1.60 | 6.00 | 10.70 | 11.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $B 5$ | 27192.7 | SW | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 9.40 | 3.00 | 10.90 | 4.30 | 11.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 27212.3 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.00 | 3.30 | 5.10 | 8.90 | 13.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 29107.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.30 | 2.10 | 8.20 | 6.10 | 12.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 29828.3 | SE | Regular | Yes | 2 inch | No | No | Yes |  | Yes | No | Yes | No | No | 8.00 | 1.70 | 1.80 | 6.00 | 18.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 29851.0 | SE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 11.60 | 3.60 | 15.00 | 5.70 | 24.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 31347.5 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 20.30 | 10.90 | 19.40 | 12.30 | 28.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $B 5$ | 24557.4 | NE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 14.40 | 1.90 | 2.00 | 2.20 | 2.30 | 9.80 | 3.30 |  | No |
| High | Yes | B5 | 24516.5 | Sw | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 5.30 | 1.70 | 6.90 | 9.10 | 15.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 24566.4 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 6.20 | 0.70 | 9.70 | 7.90 | 10.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | 85 | 23909.5 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.40 | 0.70 | 8.70 | 9.20 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 23986.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 18.60 | 2.60 | 1.60 | 6.50 | 0.50 | 6.60 | 1.00 |  | No |
| High | Yes | B5 | 23989.9 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.50 | 0.70 | 7.10 | 8.50 | 17.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 23335.5 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.60 | 0.10 | 9.30 | 8.40 | 17.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 20254.5 | NE | Regular | Yes | 2 inch | No | Yes | Yes | No | No | No | Yes | No | No | 9.80 | 0.40 | 11.00 | 14.80 | 19.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 2102.3 | NE | Regular | No |  |  |  |  | No | Yes | No | No |  | Yes | 9.50 | 1.40 | 5.80 | 9.90 | 15.00 | 5.40 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 4920.6 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.50 | 3.60 | 7.40 | 10.30 | 19.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 7334.5 | SW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | Yes | 9.70 | 1.00 | 11.90 | 7.90 | 27.00 | 6.30 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 11780.8 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 6.90 | 1.20 | 8.20 | 8.50 | 21.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 11750.3 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 10.10 | 0.50 | 6.80 | 8.50 | 30.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 11704.5 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 12.80 | 0.30 | 6.80 | 8.70 | 27.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{65}$ | 10736.0 | SW | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 6.30 | 0.20 | 4.50 | 5.60 | 17.80 | 1.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B5 | 11242.6 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 4.20 | $\frac{1.90}{1.90}$ | 8.20 | 4.00 | $\frac{9.00}{7.00}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| ${ }_{\text {H }}$ High | Yes | ${ }^{85}$ | 11302.3 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | $\frac{\mathrm{N}_{0}}{\mathrm{~N}_{2}}$ | $\frac{7.40}{2.70}$ | 2.70 <br> 1.30 | ${ }^{3.20}$ | 7.90 | 7.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | $\stackrel{\text { No }}{\text { No }}$ |
| ${ }_{\text {H }}{ }_{\text {High }}$ | Yes <br> Yes | ${ }^{\text {B5 }}$ | 117788.0 | NW | Regular | No |  |  |  |  | No | Yes Yes | No | Yes Yes |  | No Yes | 2.70 10.20 | 4.30 1.20 | 9.00 0.50 | 3.20 7.90 | 16.30 27.60 | 0.00 | 0.000 | ${ }_{0}^{0.00}$ | 0.00 0.00 | ${ }_{0}^{0.00} 0$ | 0.00 |  | No |
| High | Yes | B9 | 7275.4 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes |  | Yes | $\frac{10.20}{9.30}$ | $\frac{1.20}{1.20}$ | $\frac{10.10}{}$ | $\frac{8.90}{8.90}$ | 25.80 | 2.80 | $\stackrel{0.90}{1.80}$ | 0.00 | 0.00 | 0.00 | 0.00 |  | No |




| $\begin{aligned} & \begin{array}{l} \text { Location } \\ \text { Priority } \end{array} \\ & \hline \end{aligned}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Severe? } \\ (Y / N) \end{array} \\ \hline \end{array}$ | Route | Postmile | Intersection | Ramp Type | Signalized Intersection | $\begin{array}{\|l\|} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|l\|} \hline \text { Button } \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|c\|} \hline \begin{array}{c} \text { Hugh Too } \\ \hline \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Out } \\ \text { of Reach } \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \\ \hline \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{array}{\|c} \hline \text { Sraight } \\ \text { Curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Tond } \\ \hline \text { Landing } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{aligned} & \text { Ramp X- } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Right Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Left Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Gutter Slope + } \\ \text { Ramp Slope } \end{array} \\ \hline \end{array}$ | $\left.\begin{array}{\|c} \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c} \hline \text { Landing } \mathrm{x} \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|c\|} \substack{\text { Right X. } \\ \text { Slope }} \end{array}$ | $\begin{array}{\|c\|} \hline \text { Left } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { LeftI } \mathrm{C} \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | B9 | 1996.9 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.70 | 0.60 | 7.20 | 8.00 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 2039.1 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.80 | 2.80 | 8.00 | 9.50 | 19.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 2026.7 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 9.70 | 0.20 | 8.20 | 6.40 | 19.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 1995.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.70 | 1.10 | 7.20 | 12.10 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | в9 | ${ }^{9.4}$ | SE | Parallel | Yes | Older | No | No | Yes | No | No | Yes | yes | No | yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.40 | 2.10 | 2.20 | 9.90 | 1.10 | 6.40 | 1.20 | no button or signal heads | No |
| High | Yes | B9 | 0.0 | NE | Parallel | Yes | 2 inch | No | No | No |  | No | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.50 | 1.50 | 1.40 | 8.20 | 1.00 | 7.60 | 0.20 |  | No |
| High | Yes | B9 | 4.1 | SW | Regular | Yes |  |  |  |  | No | No | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 2.90 | 3.10 | 3.20 | 4.50 | 15.90 | 2.30 |  | No |
| High | Yes | B9 | 156.9 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.00 | 2.70 | 13.00 | 8.30 | 13.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 189.8 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 4.50 | 1.90 | 4.90 | 11.20 | 13.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | $B 6$ | 149.1 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 11.80 | 0.60 | 8.70 | 10.40 | 15.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B6 | 3084.6 | NE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 4.10 | 3.30 | 8.20 | 1.00 | 7.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | B9 | 6921.7 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.80 | 2.70 | 7.20 | 0.9999 | 19.80 | 1.40 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E9 | 809.8 | NE | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 14.10 | 10.70 | 8.00 | 1.60 | 6.20 | 16.10 | 7.30 |  | No |
| High | Yes | E9 | 776.3 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 19.20 | 8.20 | 4.00 | 3.80 | 7.00 | 10.00 | 5.40 |  | No |
| High | Yes | F2 | 673.2 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 7.00 | 1.30 | 7.30 | 6.00 | 8.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 711.3 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.00 | 2.00 | 5.00 | 7.30 | 12.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F1 | 612.6 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | Yes | Yes | 8.50 | 0.30 | 0.9999 | 0.9999 | 16.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F1 | 401.4 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 8.60 | 0.70 | 0.9999 | 0.9999 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 6111.3 | NE | Parallel | Yes | Older | No | Yes | No | No | Yes | No | Yes | No | No | 0.00 | 0.00 | 0.00 | 0.00 | 17.80 | 7.70 | 1.60 | 7.30 | 4.10 | 3.00 | 4.00 |  | No |
| High | Yes | F2 | 6179.4 | SE | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 10.00 | 7.30 | 6.00 | 18.30 | 19.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 6346.1 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 14.90 | 2.90 | 14.50 | 13.50 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F2 | 6361.9 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 12.10 | 1.50 | 13.70 | 12.70 | 23.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F4 | 1184.1 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | No | 5.80 | 2.10 | 9.80 | 6.50 | 14.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | F5 | 1824.6 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 9.80 | 1.30 | 18.90 | 21.90 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 1367.9 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 11.60 | 1.10 | 15.90 | 18.10 | 14.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $\underset{\substack{\text { cracks in ramp, vertical } \\ \text { displacement }}}{ }$ | No |
| High | Yes | ${ }^{\text {A7 }}$ | 1412.6 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 11.90 | 1.30 | 15.20 | 20.30 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 1490.2 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 12.90 | 1.40 | 25.70 | 23.70 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 1516.2 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 15.20 | 4.00 | 23.00 | 31.10 | 21.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | $\begin{array}{c}\text { overgriwn vegetation over } \\ \text { ramp }\end{array}$ | No |
| High | Yes | ${ }^{\text {A7 }}$ | 1785.4 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  |  | 16.10 | 5.00 | 22.90 | 25.60 | 20.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 1818.9 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | 14.20 | 1.50 | 17.00 | 17.10 | 16.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 2096.4 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | Yes | No | 11.90 | 2.60 | 17.00 | 16.80 | 12.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 2146.5 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 10.50 | 1.80 | 16.70 | 21.20 | 17.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 2393.6 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 12.30 | 0.80 | 0.9999 | 19.40 | 16.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | debris covers ramp | No |
| High | Yes | A7 | 2404.8 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 12.90 | 0.40 | 15.80 | 20.70 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A7 | 2429.6 | SW | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 16.10 | 9.20 | 3.40 | 5.90 | 4.20 | 7.30 | 6.70 |  | No |
| High | Yes | A9 | 19892.3 |  | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 7.70 | 1.60 | 9.30 | 4.40 | 8.00 | 3.80 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 | pedestrian push but no ped signal head | No |
| High | Yes | A9 | 20015.7 |  | Regular | Yes | 2 inch | No | Yes | No | No | No | No | res | No | Yes | 7.90 | 6.40 | 0.20 | 13.30 | 10.70 | 6.00 | 5.70 | 0.00 | 0.00 | 0.00 | 0.00 | pedestrian push button but no ped signal head | No |
| High | Yes | A9 | 23495.9 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | 4.50 | 5.50 | 13.90 | 1.70 | 12.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 22907.9 | NW | Regular | Yes |  |  |  |  | No | Yes | No | NA |  | No | 5.00 | 5.80 | 4.60 | 10.50 | 6.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | sewer cover in middle of <br> amp | No |
| High | Yes | A9 | 22864.2 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.20 | 1.60 | 10.30 | 6.40 | 15.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 22196.3 | SW | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | No | 9.80 | 4.70 | 9.30 | 15.50 | 10.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 23540.3 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | 13.20 | 2.70 | 17.60 | 30.10 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | vertical and horizontal gaps | No |
| High | Yes | A9 | 24208.0 | NW | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 20.30 | 0.60 | 13.50 | 17.00 | 27.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 24377.2 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 5.10 | 0.10 | 10.70 | 3.50 | 17.50 | 4.00 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 24398.4 | NW | Regular | No |  |  |  |  | No | No | No | NA |  | Yes | 7.50 | 1.20 | 12.40 | 9.20 | 7.80 | 7.30 | 1.00 |  | 0.00 | 0.00 | 0.00 |  | No |
| $\frac{\text { High }}{\substack{\text { High } \\ \text { Hid }}}$ | Yes Yes Yester | A9 | 24770.9 | $\frac{\text { NW }}{\text { SW }}$ | $\frac{\text { Regular }}{\text { Regular }}$ | No |  |  |  |  | No | Yes | $\frac{\mathrm{No}}{\mathrm{No}}$ | $\frac{\text { Yes }}{\text { Yes }}$ | $\stackrel{\text { No }}{\text { Yes }}$ | $\frac{\mathrm{No}}{\mathrm{No}}$ | 9.50 <br> 6.30 | 0.90 <br> 1.70 | $\frac{6.50}{8.50}$ | 8.90 9.30 | 19.60 1.880 | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | ${ }_{0}^{0.00}$ | 0.00 0.00 | 0.000 | 0.00 |  | No |
| High | Yes <br> Yes | A9 | 24803.5 | SW | Regular <br> Regular | $\stackrel{\text { No }}{\text { Yes }}$ | 2 inch | No | No | No | $\frac{\text { No }}{\text { No }}$ | $\frac{\mathrm{Yes}}{\text { No }}$ | $\frac{\text { No }}{\text { No }}$ | $\frac{\mathrm{Yes}}{\text { Yes }}$ | Yes <br> No | $\frac{\text { No }}{\text { No }}$ | 6.30 12.50 | $\frac{1.70}{6.40}$ | $\frac{8.50}{8.30}$ | 9.30 <br> 19.90 | 13.80 21.60 | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | ${ }^{0.00}$ | 0.00 0.00 |  | $\frac{\text { No }}{\text { No }}$ |
| High | Yes | A9 | 25182.6 | SN | Regquar | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes |  | No | ${ }^{2} 2.30$ | 5.00 | 8.20 | 16.10 | 10.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | fire hydrant on ramp | No |
| High | Yes | A9 | 25626.2 | SW | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | No | 4.60 | 0.90 | 7.90 | 2.20 | 7.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 26514.9 | NW | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.20 | 0.20 | 5.30 | 3.90 | 14.10 | 6.50 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 27472.3 | NW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 10.00 | 1.80 | 7.10 | 6.60 | 18.10 | 3.90 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 28589.3 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 8.50 | 1.60 | 5.10 | 8.50 | 20.00 | 7.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 28660.5 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 7.10 | 2.30 | 9.30 | 6.50 | 16.10 | 8.30 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29053.2 | SW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 6.00 | 0.50 | 8.10 | 6.30 | 17.10 | 4.20 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29005.8 | NW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 6.70 | 0.50 | 5.80 | 6.10 | 14.40 | 1.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29126.9 | SW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 6.10 | 0.70 | 5.20 | 4.70 | 16.20 | 2.60 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 29442.3 | SW | Regular | No |  |  |  |  | No | No | No | Yes | No | Yes | ${ }^{0.50}$ | 1.00 | 5.90 | 8.00 | $\frac{1.40}{1560}$ | 0.500 | 2.50 |  | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes Yes | A9 | ${ }_{\text {208298. }}^{29}$ | SW | Regular <br> Regular | Yes |  |  |  |  | No No | Yes <br> Yes | No | Yes <br> Yes | No | Yes Yes | 7.50 11.70 | 0.60 0.40 | 9.60 6.40 | 5.90 5.10 | 15.60 21.90 | 5.80 8.70 | 1.30 0.10 | ${ }^{0.00}$ | 0.00 0.00 | 0.00 | 0.00 0.00 |  | No |
| High | Yes | A9 | 30516.7 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | No | ${ }^{7} .60$ | 1.10 | 8.10 | 5.20 | 13.80 | $\stackrel{0}{0.00}$ | 0.00 | ${ }_{0} 0.00$ | 0.00 | ${ }_{0}^{0.00}$ | 0.00 |  | No |
| High | Yes | A9 | 33334.7 | NW | Regular | Yes |  |  |  |  | No | No | No | Yes | Yes | No | 7.50 | 0.50 | 19.90 | 15.10 | 8.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 32739.4 | SW | Regular | No |  |  |  |  | No | No | No | NA | No | Yes | 11.30 | 2.60 | 13.50 | 13.80 | 16.30 | 0.10 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 32716.0 | NW | Regular | No |  |  |  |  |  | No | No | NA | No | Yes | 10.60 | 0.40 | 18.60 | 16.40 | 15.40 | 3.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 31199.2 | SW | Regular | Yes |  |  |  |  |  | No | No | Yes | Yes | Yes | 9.00 | 0.50 | 14.30 | 14.90 | 19.20 | 0.40 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |


| $\begin{aligned} & \text { Location } \\ & \text { Priority } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & \text { SY/N) } \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | $\begin{array}{\|c\|} \hline \text { Signalized } \\ \text { Intersection } \\ \hline \end{array}$ | $\left.\begin{array}{\|c\|} \hline \text { Button } \\ \text { Type } \end{array} \right\rvert\,$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | Button Out of Reach | $\begin{array}{\|l\|l\|} \hline \begin{array}{c} \text { Audible } \\ \text { Signal } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Detectable } \\ \text { Warning } \\ \hline \end{array}$ | Terminates in <br> Crosswalk | $\begin{array}{\|c} \text { Straight } \\ \text { curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \text { Landing } \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\underset{\substack{\text { Ramp } X \text {. } \\ \text { Slope }}}{\text { S }}$ | $\begin{array}{\|c\|} \hline \text { Right Flare } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c} \hline \text { Left Flare } \\ \text { Slope } \end{array}$ | Gutter Slope + Ramp Slope | $\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c} \text { Landing } \mathrm{X} \\ \text { Slope } \end{array}$ | $\begin{array}{\|l} \hline \begin{array}{l} \text { Right } \\ \text { Slope } \end{array} \\ \hline \text { Sl } \\ \hline \text { Slopop } \\ \hline \end{array}$ | $\begin{array}{\|c} \text { Right } X- \\ \text { Slope } \end{array}$ | $\begin{aligned} & \text { Left } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | Yes | A9 | 30601.8 | SW | Regular | Yes | Older | Yes | No | No | No | No | No | Yes | No | No | 10.90 | 0.20 | 22.00 | 28.90 | 13.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 30588.5 | SW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 12.10 | 0.20 | 7.90 | 10.30 | 20.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 36432.9 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 11.90 | 0.70 | 16.40 | 18.40 | 29.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 42259.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | ${ }^{7} .50$ | 3.20 | 6.10 | 9.70 | 13.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 42205.9 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 5.60 | 3.90 | 9.60 | 4.10 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 38103.6 | SW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | No | No | No | 8.50 | 0.20 | 4.80 | 9.50 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 50832.5 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 7.60 | 4.10 | 22.20 | 5.80 | 15.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | A9 | 48638.4 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.10 | 3.30 | 9.40 | 4.60 | 13.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E10 | 1862.4 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.80 | 1.50 | 8.40 | 6.20 | 12.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 1993.4 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.70 | $\frac{1.30}{}$ | 11.40 | $\stackrel{4.30}{4.20}$ | 16.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D10 | 15.6 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 10.90 | 2.00 | 14.00 | 12.50 | 20.50 | 2.30 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | leads into cul-de-sac | No |
| High | Yes | D10 | 202.5 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | ${ }_{11.60}$ | 1.80 | 9.40 | 19.50 | 23.60 | 0.80 | 3.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D10 | 415.2 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 7.70 | 1.50 | 0.70 | 6.60 | 14.30 | 1.80 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D10 | 631.3 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 8.10 | 3.80 | 5.20 | 0.30 | 15.60 | 3.20 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2600.3 |  | Regular | No |  |  |  |  | Yes | Yes | No | NA |  | Yes | 10.40 | 0.40 | 6.90 | 6.70 | 16.70 | 1.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2783.4 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 12.30 | 0.00 | 10.10 | 5.20 | 17.10 | 1.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 2856.6 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 5.10 | 1.60 | 8.50 | 6.50 | 14.20 | 0.50 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D9 | 1669.7 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.20 | 0.30 | 8.70 | 7.40 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 5219.7 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 0.20 | 2.10 | 9.70 | 5.30 | 8.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 5299.7 | SW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 1.10 | 1.40 | 8.60 | 7.60 | 6.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 5833.7 | NW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 0.80 | 3.30 | 7.70 | 4.80 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | E1 | 5889.0 | SW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 0.80 | 1.70 | 6.10 | 8.80 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | ${ }^{\text {C3 }}$ | 14305.3 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.50 | 0.20 | 5.10 | 6.40 | 9.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 6517.8 |  | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | Yes | 5.00 | 0.80 | 4.10 | 8.30 | 6.70 | 1.80 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 6599.5 |  | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 4.10 | 3.20 | 4.30 | 5.10 | 4.60 | 0.20 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 6536.0 |  | Regular | Yes | 2 inch | Yes | No | No | No | No | Yes | Yes | No | Yes | 7.80 | 0.20 | 0.9999 | 0.9999 | 8.80 | 0.70 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 6346.0 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 7.50 | 1.40 | 0.9999 | 0.9999 | 14.60 | 0.50 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D6 | 6286.3 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 7.80 | 2.90 | 7.50 | 7.20 | 14.10 | 2.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 35.2 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 12.40 | 1.10 | 7.00 | 6.40 | 16.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 329.5 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 9.70 | 1.30 | 6.50 | 9.90 | 13.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 439.1 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.90 | 0.30 | 11.00 | 6.40 | 9.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 835.0 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 11.30 | 3.80 | 10.80 | 6.40 | 17.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1435.4 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 3.80 | 1.40 | 6.60 | 6.30 | 8.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1453.9 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 7.60 | 1.70 | 7.50 | 5.50 | 16.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1745.2 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 7.40 | 2.60 | 10.70 | 10.00 | 12.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1780.0 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 7.00 | 2.00 | 7.30 | 8.40 | 11.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | lots of dirt built up on ramp | No |
| High | Yes | D5 | 1761.2 |  | Regular | Yes | Older | No | No | No | No | Yes | Yes | Yes | No | No | 11.50 | 0.80 | 6.40 | 8.80 | 18.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1744.0 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 11.90 | 1.40 | 8.40 | 7.90 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1460.0 |  | Regular | Yes | Older | No | No | No | No | No | No | Yes | No | No | 13.10 | 0.20 | 9.20 | 7.50 | 18.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 1434.2 |  | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | 13.30 | 0.30 | 3.90 | 10.10 | 15.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D5 | 42.6 | SE | Regular | No |  |  |  |  |  | No | No | Yes | No | No | 6.30 | 0.00 | 7.70 | 7.70 | 20.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | D4 | 4459.8 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 7.80 | 0.50 | 6.30 | 6.10 | 14.60 | 2.80 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 6427.1 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.70 | 0.50 | 7.50 | 6.10 | 9.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 6408.4 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 4.00 | 3.00 | 0.9999 | 0.9999 | 6.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 2314.5 | SW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 1.70 | 1.00 | 5.30 | 8.20 | 16.30 | 1.20 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 1763.1 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.90 | 2.20 | 8.40 | 2.30 | 16.40 | 1.00 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C9 | 1712.1 | SW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.70 | 2.30 | 3.80 | 6.70 | 15.10 | 1.70 | 3.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C3 | 2283.7 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 9.70 | 0.40 | 5.50 | 4.30 | 12.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C3 | 2263.7 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 7.50 | 2.10 | 7.80 | 5.70 | 9.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C10 | 709.0 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.80 | 2.10 | 6.00 | 11.70 | 19.20 | 1.30 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | Yes | C10 | 776.1 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.40 | 5.10 | 10.70 | 5.10 | 16.70 | 2.40 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | E9 | 2842.7 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.00 | 1.20 | 5.40 | 10.20 | 0.60 | 1.90 | 2.60 |  | No |
| High | No | E9 | 1187.8 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.40 | 1.10 | 3.80 | 7.70 | 2.20 | 10.70 | 1.50 | cw to south, not west | No |
| High | No | E9 | 1189.1 | SE |  | No |  |  |  |  |  | Yes | Yes | Yes | Yes | res | 6.30 | 1.90 | 0.00 | 0.00 | 10.00 | 1.70 | 2.80 | 0.9999 | 0.9999 | 0.9999 | 0.9999 | $\begin{array}{\|l} \hline \text { ramp type undefined, see } \\ \text { photo } \end{array}$ | No |
| High | No | E9 | 1187.8 |  |  | No |  |  |  |  |  | Yes | Yes | Yes | Yes | yes | 5.60 | 2.40 | 0.00 | 0.00 | 10.30 | 0.80 | 4.80 | 0.9999 | 0.9999 | 0.9999 | 0.9999 | $\begin{aligned} & \hline \text { ramp type undefined see } \\ & \text { photo } \end{aligned}$ | No |
| High | No | E9 | 1113.6 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.00 | 0.40 | 7.10 | 1.00 | 0.70 | $\frac{16.20}{5}$ | 0.40 |  |  |
| High | No | F2 | 4770.4 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.20 | 5.80 | 0.90 | 7.70 | 5.80 | 5.00 | 5.00 |  | No |
| High | No | ${ }^{\text {F2 }}$ | 5252.9 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 |  |  |  |  | 8.80 | 2.70 |  | 8.20 | 8.50 | 9.10 |  |  |
| High | $\frac{\mathrm{No}}{\mathrm{No}}$ | $\frac{F 2}{F 2}$ | ${ }^{5330.1}$ | $\frac{\text { SW }}{\text { SW }}$ | $\frac{\text { Parallel }}{\text { Parallel }}$ | No | 2 inch | No | Yes | No | No | Yes | $\frac{\mathrm{No}}{\mathrm{No}}$ | NA | No | $\frac{\text { Yes }}{\text { Yes }}$ | $\stackrel{0.00}{0.00}$ | 0.00 0.00 | 0.00 | 0.000 | $\frac{8.50}{10.40}$ | 4.60 5.20 | 4.50 1.50 | $\frac{1.20}{10.40}$ | 3.50 2.60 | $\frac{12.10}{3.80}$ | $\frac{1.40}{1.70}$ |  | $\stackrel{\text { No }}{\text { No }}$ |
| High | No | F2 | 10241.4 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.80 | 3.90 | 2.60 | 7.60 | 1.60 | 2.80 | 4.10 |  | No |
| High | No | F2 | 12275.8 | NW | Parallel | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 0.00 | 0 | ${ }^{0.00}$ | ${ }^{0.00}$ | ${ }_{9.10}$ | $\stackrel{3}{5.90}$ | ${ }^{11.60}$ | 14.80 | ${ }^{1.20}$ | $\frac{2.70}{6}$ | $\stackrel{.70}{ }$ |  | No |
| High | No | F2 | 12366.9 | SW | Parallel | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.80 | 6.90 | 5.30 | 4.00 | 6.00 | 15.00 | 5.30 |  | No |
| High | No | F2 | 12375.7 | SW | Parallel | Yes | $2 \mathrm{inch}^{\text {n }}$ | No | No | No | No | Yes | No | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.90 | 7.80 | 0.10 | 4.10 | 6.70 | 6.70 | 1.90 |  | No |
| High | No | F4 | 1174.6 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.90 | 2.40 | 1.10 | 6.30 | 1.80 | 7.80 | 1.10 |  | No |
| High | No | ${ }^{\text {F }}$ | 1526.2 |  | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.70 | 1.30 | 3.60 | 5.90 | 0.60 | 14.50 | 0.70 |  | No |
| High | No | ${ }^{\text {A }}$ | 1497.8 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.00 | 5.00 | 4.60 | 11.60 | 3.00 | 1.80 | 5.30 |  | No |
| High | No | A7 | 1813.4 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.70 | 1.90 | 1.20 | 7.70 | 1.60 | 5.90 | 3.20 |  | No |
| High | No | ${ }^{\text {A7 }}$ | 1956.7 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 14.00 | 2.20 | 0.10 | 7.20 | 2.30 | 6.50 | 2.60 |  | No |



| $\begin{aligned} & \begin{array}{l} \text { Location } \\ \text { Priority } \end{array} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Severe? } \\ & (Y, N) \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | $\begin{array}{\|c} \hline \text { Signalized } \\ \text { Intersection } \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button } \\ \text { Level } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Out } \\ \text { of Reach } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \begin{array}{c} \text { Audible } \\ \text { Signal } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | Detectable | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Terminates in } \\ \text { Crosswalk } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \begin{array}{c} \text { Straight } \\ \text { Curb } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Tanding } \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp } X- \\ \text { Slope } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Right Flare } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Left Flare } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Gutter Slope }+ \\ \text { Ramp Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array}$ | $\begin{gathered} \text { Landing } \mathrm{C} \\ \text { Slope } \end{gathered}$ | $\begin{aligned} & \hline \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \begin{array}{c} \text { Right X. } \\ \text { Slope } \end{array} \end{array}$ | $\begin{aligned} & \text { Leff } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left X. } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | C5 | 4773.4 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 8.50 | 0.40 | 5.10 | 0.80 |  | No |
| High | No | C5 | 4356.6 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 4.90 | 0.90 | 7.20 | 6.50 | 6.50 | 5.40 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{2}$ | 5184.7 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | NA | 7.60 | 3.70 | 13.30 | 6.70 | 11.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | C2 | 4226.6 | SW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 7.70 | 0.80 | 12.90 | 9.30 | 9.70 | 1.20 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A1 | 5062.7 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 5.70 | 1.00 | 22.10 | 10.70 | 14.00 | 1.40 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A2 | 2103.7 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 7.10 | 3.10 | 5.60 | 6.40 | 8.90 | 5.80 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A2 | 1444.4 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.50 | 3.60 | 2.60 | 2.70 | 1.80 | 6.40 | 0.70 |  | No |
| High | No | A2 | 1432.5 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 3.00 | 3.20 | 6.80 | 4.60 | 11.80 | 8.00 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{\text {A }}$ | 9.8 | SW | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 2.90 | 9.30 | 2.30 | 13.30 | 11.90 | 0.70 | 9.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A4 | 576.7 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 5.50 | 0.80 | 5.30 | 7.90 | 13.40 | 1.20 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A4 | 508.9 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.10 | 0.40 | 8.80 | 6.60 | 10.70 | 0.70 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A4 | 3530.4 | NE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 7.90 | 0.00 | 7.90 | 6.70 | 9.30 | 1.50 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A4 | 3688.3 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.50 | 2.40 | 1.10 | 8.10 | 1.00 | 9.40 | 1.40 |  | No |
| High | No | A4 | 3850.6 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 8.70 | 1.10 | 9.60 | 11.00 | 13.00 | 4.60 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | E7 | 31.0 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 5.70 | 0.80 | 7.90 | 5.70 | 13.40 | 2.70 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A5 | 338.6 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 6.70 | 0.20 | 8.40 | 8.00 | 12.70 | 5.30 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A6 | 10908.1 | SW | Parallel | Yes |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.80 | 0.80 | 1.00 | 3.10 | 0.90 | 9.30 | 1.80 |  | No |
| High | No | A6 | 10877.8 | NW | Parallel | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.90 | 2.50 | 0.20 | 8.80 | 0.70 | 5.90 | 0.90 |  | No |
| High | No | A6 | 10052.0 | SW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 8.30 | 1.40 | 4.90 | 6.80 | 9.10 | 2.50 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A6 | 8886.0 | SE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.30 | 1.40 | 8.40 | 10.60 | 10.50 | 1.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{\text {A6 }}$ | 5973.4 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 6.60 | 1.30 | 9.80 | 7.80 | 7.90 | 1.40 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A6 | 5936.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 4.20 | 2.10 | 7.00 | 6.20 | 8.20 | 2.80 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B5 | 31800.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 0.20 | 3.70 | 8.60 | 1.00 | 1.50 | 1.40 |  | No |
| High | No | ${ }^{65}$ | 27706.3 | SW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.50 | 2.00 | 0.9999 | 0.9999 | 12.10 | 5.10 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | $B 5$ | 27727.8 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.50 | 1.60 | 1.90 | 5.30 | 3.00 | 5.60 | 0.90 |  | No |
| High | No | B5 | 24516.3 | NW | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.30 | 2.70 | 3.40 | 11.80 | 5.60 | 3.60 | 3.00 |  | No |
| High | No | ${ }^{65}$ | 23941.1 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.30 | 0.10 | 0.50 | 8.30 | 2.20 | 7.00 | 2.20 |  | No |
| High | No | B5 | 24189.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.80 | 0.90 | 2.60 | 8.30 | 1.00 | 5.00 | 2.10 |  | No |
| High | No | B5 | 24213.5 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.20 | 1.10 | 1.20 | 8.80 | 0.30 | ${ }^{9.70}$ | 0.00 |  | No |
| High | No | ${ }^{65}$ | 6013.6 | NW | Parallel | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.30 | 1.40 | 0.10 | 7.60 | 1.00 | 8.30 | 0.40 |  | No |
| High | No | ${ }^{85}$ | 11228.1 | SW | Parallel | No |  |  |  |  |  |  | Yes | Yes |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 9.00 | 2.70 | 2.80 | 1.80 | 0.60 | 6.90 | 1.10 |  | No |
| High | No | E8 | 552.7 | NE | Parallel | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.20 | 2.00 | 0.60 | 11.50 | 1.20 | 7.40 | 0.30 |  | No |
| High | No | B8 | 6773.4 | NE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 6.90 | 2.20 | 9.10 | 9.40 | 11.00 | 1.70 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6774.9 | NE | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | Yes | 4.90 | 0.40 | 8.10 | 6.60 | 8.70 | 2.90 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6721.3 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 4.00 | 0.40 | 7.00 | 9.40 | 9.80 | 1.20 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6514.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 5.60 | 0.90 | 8.40 | 4.90 | 7.90 | 1.10 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6426.1 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 4.30 | 0.80 | 3.30 | 5.20 | 5.60 | 3.40 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6485.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 8.40 | 1.80 | 16.60 | 17.00 | 10.10 | 2.30 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6545.9 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 5.40 | 0.20 | 7.30 | 6.60 | 8.20 | 4.40 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 6716.8 | SW | Regular | Yes | 2 inch | No | No | No | Yes | Yes | No | Yes | No | Yes | 5.80 | 2.40 | 2.70 | 3.30 | 7.20 | 2.50 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B10 | 3507.1 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.00 | 1.70 | 1.10 | 9.00 | 0.20 | 6.50 | 0.60 |  | No |
| High | No | C1 | 2028.8 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.70 | 2.10 | 1.30 | 9.10 | 2.90 | 9.40 | 1.50 |  | No |
| High | No | 810 | 7658.1 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.60 | 1.80 | 3.20 | 2.20 | 5.40 | 0.70 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B10 | 7623.2 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 2.30 | 3.10 | 6.40 | 1.20 | 4.40 | 1.50 | 2.30 | 0.00 <br> 730 | 0.00 | $\stackrel{0.00}{510}$ | 0.00 |  | No |
| High <br> High | No | $\frac{810}{88}$ | ${ }^{6708.3}$ | $\frac{\text { NE }}{\text { SE }}$ | $\frac{\text { Parallel }}{\text { Regular }}$ | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | $\frac{0.00}{1.30}$ | $\frac{0.00}{1.00}$ | 0.00 3.80 | 0.00 3.60 | 3.80 3.70 | $\frac{2.30}{7.10}$ | 0.50 2.80 | 7.30 0.00 | 0.20 | 5.10 0.00 | $\frac{1.40}{0.00}$ |  | No |
| ${ }^{\text {High }}$ | No | ${ }^{\text {B8 }}$ | 4 414338.9 | SW | ${ }_{\text {Reguar }}^{\text {Regular }}$ | Yes | ${ }_{2} 2$ inch | $\frac{\text { Yes }}{\text { No }}$ | No | $\frac{\mathrm{No}}{\mathrm{No}}$ | Yes <br> Yes | Yes | Yes | Yes | Yes | Yes | $\frac{1.30}{0.70}$ | $\frac{1.00}{0.40}$ | 3.80 8.90 | $\frac{3.60}{8.10}$ | 3.70 7.30 | ${ }^{7.10}$ | ${ }^{2.80} 0$ | ${ }_{0}^{0.00}$ | 0.00 | 0.00 | 0.00 |  | $\frac{\text { No }}{\text { No }}$ |
| High | No | B8 | 4029.2 | NW | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | ${ }^{0.30}$ | 0.40 | 6.90 | ${ }^{7.40}$ | 3.70 | $\stackrel{8}{7.00}$ | ${ }_{1}$ | $\stackrel{0}{0.00}$ | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B8 | 4059.1 | NW | Regular | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 1.20 | 0.70 | 5.00 | 4.70 | 13.50 | 2.90 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B1 | 6968.3 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 7.70 | 1.00 | 8.70 | 6.00 | 13.50 | 4.40 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | B1 | 6577.1 | SE | Parallel | Yes | 2 inch | No | Yes | No | Yes | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 4.60 | 2.30 | 0.10 | 6.20 | 2.60 | 9.90 | 1.10 |  | No |
| High | No | B1 | 6520.8 | NE | Parallel | Yes | 2 inch | No | No | No | Yes | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.10 | 1.30 | 1.40 | 9.50 | 0.80 | 6.10 | 0.70 |  | No |
| High | No | B9 | 1295.4 | SW | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.10 | 1.10 | 0.90 | 0.10 | 4.60 | 7.00 | 1.10 |  | No |
| High | No | B9 | 1294.7 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.50 | 1.30 | 0.20 | 7.80 | 2.50 | 7.50 | 2.90 |  | No |
| High | No | B9 | 1224.3 | NE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.40 | 0.80 | 2.80 | 5.90 | 1.90 | 8.50 | 1.60 |  | No |
| High | No | B6 | 0.0 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.70 | 0.20 | 0.70 | 7.50 | 1.50 | 9.10 | 0.80 |  | No |
| High | No | B9 | 6950.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.80 | 0.90 | 2.70 | 5.20 | 1.00 | 6.80 | 0.30 |  | No |
| High | No | B9 | ${ }^{6948.8}$ | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | $\frac{12.30}{1210}$ | 0.90 | ${ }^{0.00}$ | 4.60 | 0.60 | ${ }^{9.00}$ | 0.70 |  | No |
| High | No | B9 | 6915.5 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 12.10 | 1.60 | 3.80 | 7.50 | 0.50 | ${ }_{6}^{6.70}$ | 1.40 |  | No |
| High <br> High | No | E9 | 2852.1 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | $\frac{\mathrm{Yes}}{\text { Yes }}$ | $\stackrel{\text { Yes }}{\text { Yes }}$ | $\frac{\mathrm{Yes}}{\text { Yes }}$ | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 | 6.70 | $\frac{0.70}{120}$ | $\frac{6.40}{6.4}$ | $\frac{1.40}{1.90}$ | 1.40 | 7.90 | 1.60 | lots of debris |  |
| High <br> High | No | $\stackrel{\text { E9 }}{ }$ | 1214.7 <br> 798.6 |  | $\underset{\text { Parallel }}{\text { Regular }}$ | No |  |  |  |  | No No | Yes <br> Yes | Yes <br> Yes | Yes No | Yes | Yes | $\stackrel{0.00}{7.00}$ | 0.00 0.90 | ${ }^{0.000}$ | ${ }_{0}^{0.009}$ | 9.10 8.80 | $\frac{1.20}{0.00}$ | 3.90 0.00 | 3.90 0.00 | $\frac{1.90}{0.00}$ | ${ }^{8.20}$ | 0.50 | Picture F1-798 857 | $\frac{\text { No }}{\text { No }}$ |
| High | No | F1 | 360.2 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 2.20 | +1.30 | 0.10 | ${ }^{6} 6.80$ | 0.50 | ${ }^{0.70}$ | 2.50 |  | No |
| High | No | ${ }^{\text {F1 }}$ | 30.2 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | NA | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 10.00 | 2.70 | 1.40 | ${ }^{9.70}$ | 0.00 | 5.90 | 1.70 |  | No |
| High | No | F1 | 254.2 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 4.10 | 3.50 | 2.00 | 12.70 | 2.10 | 7.50 | 0.40 |  | No |
| High | No | F1 | 299.1 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 6.80 | 5.90 | 3.00 | 7.30 | 1.20 | 2.80 | 3.70 | Picture F1-299 | No |
| High | No | F1 | 490.1 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 6.50 | 6.00 | 2.50 | ${ }^{6.00}$ | 4.20 | 6.60 | 0.70 |  | No |
| High | No | ${ }^{\text {F1 }}$ | 546.8 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 6.10 | 5.50 | 0.50 | 11.40 | 2.70 | 11.50 | 1.00 |  | No |
| High | No | F1 | 661.4 | SW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 11.60 | 1.30 | 0.20 | 8.90 | 1.00 | 6.90 | 1.20 |  | No |
| High | No | F1 | 694.2 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 10.00 | 1.50 | 1.20 | 9.60 | 1.90 | 8.40 | 1.80 |  | No |


| Location Priority | $\begin{array}{\|l\|l\|} \hline \text { Severe? } \\ (Y \mid N / N) \end{array}$ | Route | Postmile | Intersection Corner | Ramp Type | Signalized Intersection | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Button Tooo } \\ \text { High } \end{array}$ | Button Out of Reach | $\begin{array}{\|l\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \\ \hline \end{array}$ | Detectable Warning | Terminates in <br> Crosswalk | $\begin{gathered} \text { Straight } \\ \text { curb } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \hline \text { Landing } \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slopep } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \end{gathered}$ | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \\ \hline \end{gathered}$ | Gutter Slope + Ramp Slope | $\left.\begin{array}{\|c\|} \hline \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\left.\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \hline \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Right } X-T \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c} \hline \text { Left } \\ \text { Slope } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | F2 | 5338.8 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 5.10 | 4.00 | 10.60 | 4.10 | 4.70 | 3.80 |  | No |
| High | No | F3 | 45.4 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 9.30 | 0.90 | 2.80 | 5.20 | 0.80 | 6.10 | 1.50 |  | No |
| High | No | F5 | 1841.5 |  | Parallel | No |  |  |  |  | No | Yes | No | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 7.30 | 7.20 | 1.30 | ${ }^{5.50}$ | 4.30 | 6.00 | 3.10 |  | No |
| High | No | ${ }^{\text {A7 }}$ | 2454.4 | SE | Parallel | No |  |  |  |  |  | Yes | No | Yes |  |  | ${ }_{0} 0.00$ | 0.00 | 0.00 | 0.00 | 12.50 | 7.40 | 1.10 | 10.80 | 3.00 | 5.70 | 3.20 |  | No |
| High | No | A9 | 24239.4 | SW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | Yes | 7.10 | 1.30 | 5.90 | 10.70 | 11.10 | 5.50 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A9 | 28014.8 | SW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 3.30 | 5.00 | 6.40 | 2.80 | 12.90 | 10.30 | 5.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A9 | 29603.0 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 3.90 | 0.20 | 7.00 | 6.80 | 12.40 | 0.50 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A9 | 29903.1 | SW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 5.60 | 0.10 | 6.00 | 4.30 | 12.80 | 4.80 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | A9 | 30015.5 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 5.20 | 2.00 | 10.00 | 5.40 | 12.70 | 1.20 | 2.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | C3 | 19190.1 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | ${ }_{7} 7.50$ | $\frac{3.00}{3.00}$ | 0.0999 | 0.9999 | 8.90 | 1.00 | 3.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D7 | 2609.2 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 7.00 | 3.00 | 0.9999 | 0.9999 | 8.00 | 0.50 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D7 | 2633.0 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | ${ }^{6.60}$ | 3.20 | 0.9999 | 0.9999 | 6.60 | 0.90 | 3.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D10 | 321.5 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 9.10 | 1.90 | 15.10 | 6.80 | 13.40 | 8.90 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D10 | 677.9 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 9.10 | 0.80 | 3.90 | 9.50 | 14.00 | 2.50 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | 010 | 937.9 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 8.80 | 1.40 | 3.60 | 6.20 | 12.60 | 2.30 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | E1 | 2354.3 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 5.90 | 1.10 | 7.40 | 8.40 | 7.30 | 4.20 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | E1 | 2408.8 |  | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 5.50 | 1.00 | 7.20 | 7.60 | 8.10 | 4.10 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | E1 | 2530.1 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 4.30 | 1.10 | 5.40 | 5.70 | 12.60 | 0.20 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D9 | 669.1 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 7.10 | 1.30 | 7.00 | 3.90 | 13.70 | 1.70 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | C3 | 13575.4 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes |  | No | Yes | 2.50 | 1.30 | 7.10 | 1.20 | 2.50 | 3.60 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | C3 | 14337.6 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 1.70 | 0.10 | 6.40 | 5.70 | 10.10 | 3.60 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | C3 | 14396.0 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.40 | 1.50 | 0.9999 | 6.00 | 13.40 | 1.10 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D6 | 6304.2 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.80 | 2.40 | 11.00 | 4.30 | 6.90 | 1.30 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D6 | 6342.8 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 7.50 | 0.10 | 5.00 | 7.40 | 8.00 | $\frac{1.40}{}$ | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D6 | 6356.0 |  | Regular | Yes | 2 inch | No | No | Yes | No | Yes | Yes | Yes | No | Yes | 3.80 | 3.60 | 0.9999 | 0.9999 | 9.90 | ${ }^{2.60}$ | $\frac{1.40}{1.40}$ | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D6 | 6498.3 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 5.20 | 2.40 | 0.9999 | 0.9999 | 11.20 | 0.40 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D6 | 6639.3 |  | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.40 | 0.80 | 0.90 | 7.10 | 0.60 | 6.50 | 1.10 |  | No |
| High | No | D6 | 6602.4 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | Yes | 6.00 | 2.30 | 10.40 | 4.60 | 9.60 | 2.90 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D6 | 6603.2 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 3.10 | 1.20 | 6.40 | 4.10 | 3.50 | 2.30 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D5 | 812.5 |  | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 7.00 | 2.30 | 6.40 | 0.9999 | 9.00 | 0.10 | 3.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | D5 | 719.6 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.40 | 1.20 | 0.50 | 9.20 | 0.00 | 8.00 | 2.40 |  | No |
| High | No | C9 | 6818.4 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.10 | 7.50 | 0.9999 | 0.9999 | 0.50 | 1.90 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | C9 | 6761.5 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 2.40 | 6.20 | 0.9999 | 0.9999 | 3.60 | 0.20 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | C9 | 3244.3 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.30 | 2.80 | 1.00 | 3.40 | 0.80 | 0.9999 | 0.9999 |  | No |
| High | No | C9 | 2392.8 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 1.30 | 2.50 | 7.00 | 3.90 | 10.10 | 4.00 | 4.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | ${ }^{\text {B1 }}$ | 16008.1 | SW | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | ${ }_{0} 0.00$ | 0.00 | 0.00 | 0.00 | 8.50 | ${ }^{1.50}$ | 2.70 | 2.80 | 0.60 | 11.90 | 2.10 |  | No |
| High | No | C9 | 1779.9 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.70 | 1.20 | 3.80 | 5.10 | 13.60 | 2.10 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | c9 | 1691.0 | SW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 3.10 | 2.10 | 6.30 | 5.00 | 9.60 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| High | No | C10 | 33.6 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.80 | 2.10 | 5.50 | 11.00 | 7.30 | $\stackrel{3}{2.50}$ | 5.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 11727.9 | SE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 1247.6 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | construction | No |
| Medium | Yes | A9 | 39888.7 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E3 | 58.0 | SE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 47704.0 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 47585.0 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 47217.2 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 47205.2 |  | Missing | Yes | Older | No | No | No |  |  | No | Yes |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E4 | 1038.5 | NW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | Es | 426.5 | SW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E2 | 1077.3 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3 missing ramps, median landing no cut-thru, no sidewalks | No |
| Medium | Yes | E2 | 1077.4 |  | Missing | Yes | 2 inch | No | No | No |  |  |  | Yes |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E2 | 1034.1 |  | Missing | Yes | 2 inch | No | No | No |  |  | No | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E2 | 521.8 |  | Missing | Yes | 2 inch | No | No | No |  |  | No | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3 missing ramps, no sidewalks, rough asphalt | No |
| Medium | Yes | C3 | 25907.4 | SW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | D7 | 3701.9 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E1 | 23.9 | SW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C7 | 2930.3 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{C 7}$ | 2873.2 | NW | Missing |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Medium | Yes <br> Yes | C7 | $\frac{2668.6}{2628.2}$ | NE | $\frac{\text { Missing }}{\text { Missing }}$ |  |  |  |  |  |  |  |  |  |  |  | $\frac{0.00}{0.00}$ | 0.00 0.00 | $\frac{0.00}{0.00}$ | 0.00 0.00 | 0.000 | $\frac{0.00}{0.00}$ | 0.00 0.00 | $\frac{0.00}{0.00}$ | 0.00 0.00 | ${ }_{0}^{0.00}$ | 0.00 |  | $\frac{\mathrm{No}}{\mathrm{No}}$ |
| Medium | Yes | B2 | 16977.6 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B2 | 18952.7 | SW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C6 | 295.8 | NE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 10608.5 | SE | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  | 0.00 |  |  | 0.00 |  |  |
| Medium | Yes Yes Y | C5 | 10582.2 | NW | $\frac{\text { Missing }}{\text { Missing }}$ |  |  |  |  |  |  |  |  |  |  |  | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | ${ }_{0}^{0.00}$ | $\frac{0.00}{0.00}$ |  | No |
| Medium | Yes | C5 | 8514.8 | NW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 8460.3 |  | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 7900.1 | NW | Missing |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |









| Location Priority | Severe? (Y/N) | Route | Postmile | Intersection Corner | Ramp Type | Signalized Intersection | Button Type | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{gathered} \text { Button Too } \\ \text { High } \end{gathered}$ | Button Out of Reach | $\begin{array}{\|l\|l\|} \hline \begin{array}{c} \text { Audible } \\ \text { Signal } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \\ \hline \end{array}$ | Detectable Warning | Terminates in Crosswalk | $\begin{array}{\|c\|} \hline \text { Straight } \\ \text { Curb } \end{array}$ | $\begin{array}{\|c\|c\|c\|} \hline \text { Tonding } \\ \hline \text { Landig } \end{array}$ | Ramp Slope | Ramp XSlope | Right Flare Slope | $\begin{gathered} \text { Left Flare } \\ \text { Slope } \end{gathered}$ | $\underset{\substack{\text { Gutter Slope }+ \\ \text { Ramp Slope }}}{ }$ |  | $\begin{array}{\|c\|c\|c\|c\|c\|l\|l\|} \hline \text { Slopg } \\ \text { Slo } \end{array}$ | $\begin{aligned} & \hline \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|} \hline \text { Right } x-1 \\ \text { Slope } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Left } \\ \text { Slope } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | C5 | 9479.0 | NW | Parallel | Yes | Older | No | No | No | No | Yes | No | NA |  | No | 9.30 | 2.80 | 2.60 | 9.70 | 5.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 9460.1 | NW | Regular | Yes | Older | No | No | No | No | Yes | No | Yes | No | No | ${ }^{13.50}$ | 0.10 | 43.80 | 29.70 | 23.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 9300.1 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.70 | 0.90 | 0.9999 | 0.9999 | 6.00 | 2.00 |  | No |
| M edium | Yes | ${ }^{5}$ | 9793.3 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.90 | 1.90 | 8.90 | 6.50 | 7.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 9859.3 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 7.00 | 2.30 | 6.70 | 10.90 | 12.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c5 }}$ | 10579.3 | SW | Regular | Yes | Older | Yes | Yes | No | No | No | No | Yes | No | No | 8.10 | 1.20 | 6.70 | 7.90 | 15.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 10602.3 | SW | Regular | Yes | Older | Yes | Yes | No | No | No | No | Yes | No | No | 7.10 | 0.80 | 7.40 | 6.40 | 15.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 10008.5 | NE | Regular | Yes | Older | Yes | No | No | No | Yes | No | Yes | No | No | 4.80 | 1.40 | 6.10 | 9.80 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 9106.2 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 5.80 | 4.10 | 9.50 | 5.20 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 9068.0 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | No | 2.80 | 0.70 | 7.50 | 9.20 | 3.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 8567.7 | NE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | No | 7.80 | 0.40 | 9.30 | 10.00 | 16.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 8390.3 |  | Regular | No |  |  |  |  |  | No | No | Yes |  | No | 9.00 | 1.40 | 6.00 | 6.30 | 12.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 7671.8 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.30 | 2.80 | 7.00 | 5.50 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 7334.6 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.10 | 2.20 | 9.20 | 4.20 | 17.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 7296.3 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.00 | 0.30 | 8.00 | 3.80 | 15.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C3 | 7840.7 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | No | 7.30 | 0.50 | 5.60 | 4.80 | 7.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 7547.7 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | Yes | 9.00 | 0.60 | 6.00 | 7.40 | 15.50 | 1.70 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 7604.8 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 8.20 | 0.40 | 8.10 | 6.80 | 9.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 8052.4 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 7.10 | 0.80 | 7.20 | 5.70 | 14.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 8469.1 |  | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 11.60 | 1.60 | 10.80 | 2.80 | 19.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 8651.2 |  | Regular | Yes | Older | Yes | No | No | No | Yes | No | Yes | No | No | 10.20 | 3.70 | 2.50 | 13.20 | 19.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 2340.7 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 6.90 | 0.70 | 5.80 | 8.60 | 17.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 2302.6 | SW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.40 | 4.80 | 6.70 | 10.50 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 1985.9 | SE | Regular | No |  |  |  |  |  | Yes | Yes | No | No | Yes | 9.50 | 0.90 | 4.50 | 16.30 | 16.20 | 1.50 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 1778.1 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.80 | 1.40 | 6.70 | 9.40 | 20.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 1701.6 | SE | Regular | Yes |  |  |  |  |  | Yes | No | No | No | No | 6.70 | 1.60 | 7.80 | 7.20 | 12.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 1945.2 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 8.10 | 0.40 | 8.30 | 7.30 | 12.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 2290.6 | NW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 6.50 | 3.30 | 10.60 | 3.80 | 14.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 2339.9 | NE | Regular | No |  |  |  |  |  | Yes | No | No | No | Yes | 6.30 | 1.80 | 6.00 | 8.40 | 14.30 | 6.30 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 6397.2 | NE | Regular | No |  |  |  |  |  | No | No | Yes | Yes | No | 18.70 | 2.50 | 23.40 | 20.80 | 29.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 6454.2 | SE | Regular | No |  |  |  |  |  | No | No | No | No | No | 14.00 | 0.10 | 9.90 | 5.70 | 23.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 6435.6 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 10.80 | 1.20 | 7.20 | 9.20 | 14.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 6278.9 | SE | Regular | No |  |  |  |  |  | No | No | No | No | No | 13.40 | 1.80 | 15.00 | 16.80 | 17.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 6233.6 | SW | Regular | No |  |  |  |  |  | No | No | No | No | No | 14.00 | 2.00 | 18.50 | 26.00 | 19.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 5957.0 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 11.00 | 0.60 | 8.20 | 7.90 | 19.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 5904.7 | SW | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.50 | 5.80 | 5.10 | 11.40 | 15.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 4847.8 |  | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 7.50 | 0.70 | 7.40 | 7.90 | 11.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 4811.9 | SE | Regular | No |  |  |  |  |  | Yes | No | No | No | No | 9.60 | 1.90 | 10.00 | 10.20 | 10.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 4708.4 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 9.00 | 0.40 | 5.30 | 6.50 | 14.90 | 8.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | $\mathrm{C}^{2}$ | 4721.5 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 1.40 | 0.40 | 7.10 | 8.20 | 5.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c2 | 4763.9 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | No | 2.70 | 0.00 | 5.00 | 6.20 | 7.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 4976.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | No | No | No | ${ }^{7} .80$ | 1.20 | 7.20 | 8.20 | 8.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 1326.8 | SE | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 10.10 | 1.90 | 10.00 | 10.30 | 18.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | c2 | 1265.6 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.80 | 1.80 | 6.80 | 7.10 | 14.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 981.2 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 8.10 | 1.10 | 4.60 | 7.30 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium |  | $\mathrm{C}^{\text {c }}$ | 914.5 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 11.60 | 2.00 | 5.20 | 10.20 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 616.9 | SE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 4.90 | 0.10 | 10.80 | 1.70 | 15.90 | 0.00 | 0.00 | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 |  |  |
| $\frac{\text { Medium }}{}$ | Yes | C2 | 914.0 | NW | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 8.40 | 0.60 | 9.20 | 8.50 | 16.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C2 | 1267.5 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 12.40 | 2.60 | 9.90 | 6.20 | 19.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| $\frac{\text { Medium }}{\text { Medium }}$ | Yes | C2 | 1327.1 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.00 | 1.10 | 9.20 | 9.00 | 18.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| M ${ }^{\text {M dium }}$ | Yes | C4 | 5432.8 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 7.60 | 1.70 | 8.10 | 11.30 | 14.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{C} 4$ | 4836.6 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 7.70 <br> 70 | 2.10 | $\stackrel{5}{5.80}$ | $\frac{6.80}{530}$ | 17.50 | 1.70 | 2.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes <br> Yes | C4 | 4440.9 <br> 872.9 | SE | $\frac{\text { Regular }}{\text { Regular }}$ | $\frac{\text { No }}{\text { No }}$ |  |  |  |  |  | Yes Yes | $\frac{\mathrm{No}}{\mathrm{No}}$ | NA |  | $\frac{\mathrm{No}}{\text { No }}$ | 5.70 8.90 | 4.30 1.00 | $\frac{12.70}{5.00}$ | 5.30 7.70 | $\frac{12.10}{17.10}$ | $\frac{0.00}{0.00}$ | $\frac{0.00}{0.00}$ | ${ }_{0}^{0.00}$ | 0.00 | ${ }_{0}^{0.00}$ | ${ }_{0}^{0.00}$ |  | $\frac{\mathrm{No}}{\mathrm{No}}$ |
| Medium | Yes | ${ }^{\text {ca }}$ | 1811.2 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | ${ }^{8.40}$ | $\frac{1.00}{3.50}$ | $\frac{7.10}{}$ | $\frac{8.80}{}$ | 18.60 | $\frac{0.00}{}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }} 4$ | 1509.5 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 8.60 | 3.30 | ${ }^{10.80}$ | 2.80 | 14.30 | 0.00 | 0.00 | ${ }_{0} 0.00$ | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 1449.9 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes |  | No | 11.70 | 3.50 | 2.40 | 16.70 | 25.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 550.5 | SW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | № | No | ${ }^{8.50}$ | 1.90 | 7.30 | 9.70 | 13.30 | $\stackrel{0.00}{0.00}$ | 0.00 | ${ }_{0}^{0.00}$ | 0.00 | 0.00 | ${ }_{0} 0.00$ |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | 423.4 |  | Regular | Yes |  |  |  |  | No | Yes | No | NA |  | No | 8.60 | 0.30 | 7.50 | 6.30 | 14.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 345.9 |  | Regular | Yes |  |  |  |  | No | Yes | No | NA |  | Yes | 10.60 | 3.20 | 7.00 | 9.00 | 15.80 | 1.80 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 1354.2 |  | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.00 | 0.90 | 8.10 | 4.10 | 16.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 1811.6 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 7.70 | 0.30 | 7.90 | 9.30 | 10.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 1865.6 | NE | Regular | No |  |  |  |  |  | Yes | No | NA |  | Yes | 10.30 | 0.30 | 6.70 | 13.20 | 15.70 | 2.90 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 4196.1 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 13.60 | 1.40 | 24.70 | 22.00 | 19.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 4244.5 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 8.50 | 1.00 | 24.40 | 13.90 | 11.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C4 | 4300.6 |  | Regular | No |  |  |  |  |  | No | No | NA |  | No | 12.60 | 1.00 | 23.10 | 24.00 | 19.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| M M dium | Yes | C4 | 4350.2 | se | Regular | No |  |  |  |  | No | No | No | NA | No | No | $\frac{16.80}{730}$ | 2.20 | $\frac{20.00}{730}$ | 18.90 <br> 500 | 18.60 | ${ }^{0.00}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {c }}$ | ${ }^{2555.8}$ | NW | Reguar | No |  |  |  |  |  | Yes | Yos | NA |  | No | 7.80 | 1.80 | ${ }_{9} 9.40$ | $\frac{5.70}{5.70}$ | 13.30 | ${ }^{3.000}$ | $\stackrel{0}{0.00}$ | ${ }_{0} 0.00$ | 0.00 | 0.00 | ${ }_{0}^{0.00}$ |  | No |
| Medium | Yes | C5 | 790.8 | NW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 8.20 | 2.50 | 11.20 | 6.80 | 16.50 | 3.00 | 3.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 862.5 | NE | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | No | 8.40 | 0.50 | 7.90 | 9.10 | 15.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C5 | 1276 | SE | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 10.30 | 3.70 | 8.60 | 5.10 | 19.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |







| Location <br> Priority | $\begin{array}{\|c} \hline \begin{array}{c} \text { Severe? } \\ (Y / N) \end{array} \\ \hline \end{array}$ | Route | Postmile | $\begin{gathered} \text { Intersection } \\ \text { Corner } \end{gathered}$ | Ramp Type | Signalized Intersection | $\begin{array}{\|l\|} \hline \text { Button } \\ \text { Type } \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \text { Button } \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|} \hline \text { Butigh Too } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Out } \\ \text { of Reach } \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{array}{\|c} \hline \text { Sraight } \\ \text { Curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Tond } \\ \hline \text { Landing } \\ \hline \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{aligned} & \text { Ramp X- } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Right Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|l\|l\|rc}  \\ \text { Slope } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Gutter Slope + } \\ \text { Ramp Slope } \end{array} \\ \hline \end{array}$ | $\left.\begin{array}{\|c} \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{array}{\|c} \left\lvert\, \begin{array}{c} \text { Landing } \mathrm{X} \\ \text { Slope } \end{array}\right. \\ \hline \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|c\|} \substack{\text { Right X. } \\ \text { Slope }} \end{array}$ | $\begin{aligned} & \text { Left } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l} \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B10 | 1264.2 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | ${ }_{5}^{5.50}$ | 1.80 | 7.30 | 9.80 | 11.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | 810 | 1338.7 | SW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 1.90 | 0.50 | 7.80 | 8.40 | 9.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| M edium | Yes | B10 | 1928.0 | NW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 1.10 | 1.50 | 6.60 | 9.00 | 6.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B10 | 1958.8 | SW | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 3.60 | 0.10 | 7.30 | 7.30 | 11.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B10 | 4811.5 | NE | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 15.20 | 0.50 | 10.10 | 5.80 | 22.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{10}$ | 4712.4 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 5.90 | 0.10 | 3.50 | 11.50 | 17.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B10 | 4759.1 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 11.00 | 2.80 | 9.80 | 5.60 | 26.50 | 7.00 | 4.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B10 | 5139.7 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 11.60 | 0.30 | 8.60 | 12.70 | 29.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B10 | 5448.4 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 7.40 | 3.00 | 2.90 | 7.70 | 14.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B10 | 5483.3 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 15.20 | 5.20 | 8.10 | 4.30 | 24.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B10 | 4861.8 | SE | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 12.40 | 2.30 | 8.90 | 7.40 | 24.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B10 | 7439.6 | NW | Regular | Yes | 2 inch | No | No | No | Yes | No | No | Yes |  | No | 13.30 | 1.80 | 19.20 | 18.00 | 27.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{10}$ | 7445.8 | NE | Parallel | Yes | 2 inch | Yes | No | No | Yes | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 9.00 | 1.00 | 0.90 | 7.50 | 1.30 | 7.20 | 0.30 |  | No |
| Medium | Yes | B10 | 5997.4 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 2.70 | 0.20 | 0.00 | 8.70 | 0.00 | 6.80 | 0.30 |  | No |
| Medium | Yes | B8 | 5387.9 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 10.60 | 1.20 | 8.60 | 8.70 | 12.90 | 1.40 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 5250.9 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.30 | 0.20 | 11.60 | 9.10 | 14.60 | 0.50 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 4860.0 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 6.60 | 0.70 | 4.60 | 8.60 | 7.70 | 0.20 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 4814.1 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 10.40 | 0.50 | 14.60 | 12.30 | 11.10 | 1.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 4633.6 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 7.90 | 0.60 | 8.10 | 9.90 | 14.40 | 0.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 4568.2 |  | Regular | No |  |  |  |  |  | No | Yes | Yes | No | Yes | 0.80 | 0.30 | 5.90 | 7.00 | 5.70 | 6.80 | 2.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 3638.0 | SE | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 6.30 | 0.10 | 10.80 | 10.50 | 22.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| M edium | Yes | B8 | 3620.1 | SW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes | No | No | 6.60 | 0.30 | 6.30 | 7.10 | 11.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 3174.8 | SE | Regular | Yes | 2 inch | No | Yes | No | No | Yes | Yes | Yes | No | No | 3.50 | 0.70 | 7.70 | 6.80 | 8.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 3144.4 | SW | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | No | 6.30 | 2.90 | 7.00 | 8.30 | 9.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B9 | 8232.3 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 10.70 | 1.10 | 9.70 | 7.60 | 15.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B9 | 8233.2 | NE | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 7.00 | 2.50 | 9.00 | 7.10 | 17.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 4584.5 | NW | Regular | Yes | 2 inch | Yes | Yes | No | No | No | No | Yes | No | Yes | 4.10 | 0.20 | 5.20 | 8.20 | 7.10 | 1.20 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 4590.5 | NE | Regular | Yes | 2 inch | Yes | Yes | No | No | No | No | Yes | Yes | Yes | 6.30 | 0.90 | 9.00 | 6.60 | 8.70 | 0.70 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 4885.7 |  | Regular | No |  |  |  |  |  | No | No | NA |  | Yes | 9.10 | 1.30 | 7.60 | 6.80 | 10.50 | 1.60 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 1704.0 | SW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | No | 5.70 | 0.20 | 5.30 | 7.60 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 2659.4 | NW | Regular | No |  |  |  |  | No | No | Yes | No |  | Yes | 5.60 | 1.40 | 6.80 | 6.20 | 5.80 | 3.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 1526.5 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes |  | Yes | 5.50 | 0.60 | 5.80 | 4.20 | 15.70 | 4.20 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 1477.9 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes |  | Yes | ${ }^{5} .50$ | 1.30 | 9.30 | 5.30 | 16.10 | 6.00 | 3.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 956.6 | NE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 6.70 | 0.60 | 6.50 | 7.70 | 19.00 | 6.90 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 896.0 | NW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 10.60 | 1.50 | 10.10 | 7.90 | 19.20 | 11.00 | 2.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 541.9 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes |  | No | 1.30 | 2.00 | 7.30 | 7.80 | 13.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 522.7 | SE | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes |  | Yes | 13.00 | 0.60 | 10.60 | 26.70 | 13.70 | 0.70 | 1.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 569.0 |  | Regular | No |  |  |  |  | Yes | Yes | Yes | Yes |  | Yes | ${ }^{13.40}$ | 1.00 | 6.10 | 8.60 | 16.90 | 2.50 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 894.9 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 8.10 | 0.80 | 7.10 | 8.80 | 20.70 | 7.40 | 1.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B8 | 942.3 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 5.50 | 0.10 | 8.40 | 8.30 | 14.20 | 4.20 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{84}$ | 194.9 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 7.00 | 1.10 | 8.20 | 9.20 | 15.10 | 1.10 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | B4 | 244.5 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes |  | Yes | 6.50 | 2.00 | 8.40 | 3.90 | 17.80 | 7.60 | 3.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 165.4 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 8.80 | 0.10 | 11.60 | 9.30 | 14.80 | 1.30 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | $\underline{683.0}$ | NE | Parallel | Yes | 2 inch | No | No | No | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | ${ }_{1} 1.50$ | 0.30 | 7.00 | 1.60 | 4.50 | 1.50 |  | No |
| Medium | Yes | ${ }^{\text {A10 }}$ | 731.1 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 10.70 | 0.70 | 11.60 | 10.90 | 17.50 | 2.40 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 745.7 |  | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 14.90 | 0.90 | 15.60 | 13.20 | 19.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 1151.9 |  | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 18.40 | 1.00 | 7.30 | 10.80 | 25.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 1225.3 | SE | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 14.10 | 1.60 | 14.70 | 13.50 | 18.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 1236.4 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 6.80 | 0.20 | 15.00 | 11.60 | 9.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| M ${ }^{\text {M dium }}$ | Yes | ${ }^{\text {A10 }}$ | 1198.0 | NW | Regular | No |  |  |  |  | No | $\frac{\text { Yes }}{\text { Yes }}$ | No | No |  | No | 15.40 1300 | 0.80 | $\frac{17.70}{1150}$ | $\frac{13.30}{7.60}$ | $\frac{19.50}{1910}$ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }_{\text {A10 }}$ | 11660.0 | NE | Reguar Regular | No |  |  |  |  | No | Yes | No | Yes |  | Yes | 13.00 12.30 | 2.30 0.50 | 1. | 1.00 10.60 | 19.180 | ${ }^{0.00}$ | $\stackrel{0.0}{3.30}$ | 0.00 | 0.00 | ${ }_{0} 0.00$ | ${ }_{0} 0.00$ |  | No |
| Medium | Yes | A10 | 1090.0 |  | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 6.60 | 0.40 | 8.30 | 17.10 | 8.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 1062.5 |  | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 9.70 | 5.80 | 13.80 | 11.10 | 14.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 810.7 |  | Regular | No |  |  |  |  | No | Yes | No | No |  | No | 11.00 | 0.00 | 18.20 | 13.50 | 19.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 772.2 | SE | Regular | No |  |  |  |  | No | Yes | No | Yes |  | No | 9.70 | 1.70 | 18.30 | 14.20 | 12.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A10 | 760.2 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 1.60 | 0.60 | 0.80 | 0.9999 | 0.9999 | 0.9999 | 0.9999 |  | No |
| Medium | Yes | A10 | 752.4 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 8.70 | 2.40 | 1.60 | 0.9999 | 0.9999 | 0.9999 | 0.9999 |  | No |
| Medium | Yes | ${ }^{\text {A10 }}$ | ${ }^{741.3}$ | SE | Parallel | No | 2 2inch | Yes | No | No | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 0.00 | 0.00 | 6.70 | $\frac{0.10}{230}$ | 2.50 | ${ }^{0.9999}$ | 0.9999 | 0.9999 | ${ }^{0.9999}$ |  | No |
| Medium | Yes | ${ }_{\text {AlO }}$ | ${ }^{662.7}$ | NW | ${ }^{\text {Paralilel }}$ | Yes | ${ }_{2}$ 2inch | Yes | No | $\frac{\mathrm{No}}{\mathrm{No}}$ | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 6.60 | ${ }^{0.50}$ | $\stackrel{0}{0.90}$ | ${ }_{0} 0.00$ | 0.90 | 5.20 | 1.90 |  | No |
| Medium | Yes | A10 | 329.8 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | No | 0.00 | 0.00 | 0.00 | 0.00 | 4.50 | 1.10 | 0.10 | 7.60 | 1.50 | 4.00 | 3.00 |  | No |
| Medium | Yes | C1 | 8058.0 | NE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 8.800 | 0.20 | 6.90 | 7.00 | 13.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | $\mathrm{Cl}^{1}$ | 8058.0 | SE | Regular | No |  |  |  |  |  | Yes | No | Yes | No | No | 7.60 | 2.60 | 9.20 | 7.20 | 17.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | C1 | 7074.7 | SW | Parallel | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.70 | 2.50 | 3.60 | 11.20 | 0.30 | 2.60 | 2.70 |  | No |
| Medium | Yes | C1 | 6623.6 | SW | Parallel | No |  |  |  |  |  | No | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.10 | 0.20 | 0.40 | 8.00 | 1.10 | 9.80 | 1.30 |  | No |
| Medium | Yes | C1 | 6336.4 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 18.80 | 2.10 | 0.60 | 8.20 | 1.10 | 8.80 | 1.40 |  | No |
| M M dium | Yes | ${ }^{\text {C1 }}$ | 6314.3 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes |  |  |  | ${ }^{0.00}$ | $\frac{18.50}{1230}$ |  |  | 6.50 | 1.30 | 7.70 | 1.20 |  |  |
| M edium | Yes <br> Yes | ${ }_{C 1}^{C 1}$ | 47772.3 | SW | Regular <br> Regular | No |  |  |  |  |  | $\stackrel{\text { Yes }}{\text { Yes }}$ | No | Yes Yes | No | No | 6.60 4.80 | 0.80 1.10 | 7.80 7.10 | 7.70 4.80 | 12.30 10.00 | 0.00 0.00 | $\frac{0.00}{0.00}$ | ${ }_{0}^{0.00}$ | 0.00 | ${ }_{0}^{0.00}$ | ${ }_{0}^{0.00}$ |  | $\frac{\mathrm{No}}{\mathrm{No}}$ |
| Medium | Yes | C 1 | 6326.8 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 15.10 | 2.60 | 0.30 | 6.70 | 0.80 | 7.10 | 0.90 |  | No |
| Medium | Yes | C1 | 6613.9 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 16.10 | 1.10 | 0.50 | 9.00 | 2.40 | 6.90 | 2.70 |  | No |



| Location <br> Priority | $\begin{array}{\|c} \hline \begin{array}{c} \text { Severe? } \\ (Y / N) \end{array} \\ \hline \end{array}$ | Route | Postmile | Intersection Corne | Ramp Type | Signalized Intersection | $\begin{array}{\|l\|} \hline \text { Button } \\ \text { Type } \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline \text { Button } \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|} \hline \text { Butigh Too } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Out } \\ \text { of Reach } \end{array}$ | $\begin{array}{\|l\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{array}{\|c} \hline \text { Sraight } \\ \text { Curb } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Tond } \\ \hline \text { Landing } \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{aligned} & \text { Ramp X- } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Right Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \text { Left Flare } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Gutter Slope + } \\ \text { Ramp Slope } \end{array} \\ \hline \end{array}$ | $\left.\begin{array}{\|c} \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{array}{\|c} \left\lvert\, \begin{array}{c} \text { Landing } \mathrm{X} \\ \text { Slope } \end{array}\right. \\ \hline \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|c\|} \substack{\text { Right X. } \\ \text { Slope }} \end{array}$ | $\begin{array}{\|c\|} \hline \text { Left } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|l} \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | Yes | B5 | 1177.1 |  | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | Yes | No | 14.00 | 1.50 | 15.60 | 7.80 | 19.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{6}$ | 1193.0 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 10.50 | 3.80 | 15.30 | 12.30 | 15.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | E9 | 366.3 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 15.40 | 6.60 | 2.50 | 1.00 | 5.50 | 12.30 | 3.50 |  | No |
| Medium | Yes | F2 | 1316.4 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | Yes | Yes | 7.60 | 0.50 | 0.9999 | 7.50 | 14.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F2 | 2143.6 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 6.90 | 0.00 | 8.00 | 7.20 | 10.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | landing slope $=2.3 \%$ | No |
| Medium | Yes | F2 | 3004.1 | SE | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 6.50 | 3.30 | 2.80 | 8.30 | 14.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F2 | 7003.6 |  | Regular | No |  |  |  |  | No | Yes | No | No | No | No | 6.50 | 1.80 | 3.30 | 8.60 | 16.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F2 | 7045.8 | SE | Parallel | No |  |  |  |  | No | Yes | No | No | No | No | 8.00 | 1.40 | 8.80 | 13.30 | 6.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F2 | 8758.5 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 6.70 | 2.40 | 4.70 | 4.50 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F2 | 10312.7 | SE | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.10 | 4.40 | 1.80 | 11.30 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F3 | 607.2 | NW | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 8.60 | 0.50 | 0.9999 | 0.9999 | 11.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F3 | 690.3 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 4.80 | 1.20 | 0.9999 | 0.9999 | 5.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F4 | 1797.7 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | No | 0.20 | 1.50 | 0.9999 | 0.9999 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F4 | 3126.2 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | Yes | 14.30 | 1.40 | 6.90 | 11.20 | 15.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F4 | 3157.8 | NE | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 13.30 | 3.30 | 8.00 | 4.10 | 21.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A8 | 932.7 | NE | Parallel | Yes | 2 inch | No | No | No | No | No | No | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 15.50 | 5.90 | 3.50 | 1.50 | 4.20 | 11.30 | 5.30 |  | No |
| Medium | Yes | F5 | 2523.8 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 8.20 | 1.30 | 0.9999 | 0.9999 | 9.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F5 | 1126.5 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 11.00 | 5.80 | 24.80 | 15.60 | 11.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | F5 | 915.4 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 10.60 | 0.50 | 19.30 | 15.10 | 11.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | ${ }^{\text {A }}$ | 46.8 | NE | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 7.20 | 7.80 | 0.30 | 11.70 | 16.00 | 2.80 | 10.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A8 | 744.7 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 19.90 | 1.10 | 0.90 | 6.90 | 0.30 | 7.50 | 2.30 |  | No |
| M edium | Yes | A9 | 2763.3 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 5.90 | 9.80 | 2.60 | 19.90 | 14.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 2020.2 | NW | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 8.10 | 0.20 | 6.90 | 4.70 | 14.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 1965.7 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | No | 10.50 | 2.10 | 10.70 | 7.60 | 12.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 1126.8 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 6.60 | 0.70 | 6.00 | 11.60 | 13.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 1048.9 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 8.90 | 6.80 | 14.80 | 2.30 | 11.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 11037.0 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | No | Yes | No | Yes | 9.50 | 0.20 | 7.00 | 4.70 | 15.10 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 11968.4 | NW | Regular | No | Older | Yes | No | No |  | No | Yes | Yes | No | Yes | 2.30 | 0.90 | 0.90 | 11.40 | 9.90 | 5.30 | 3.60 | 0.00 | 0.00 | 0.00 | 0.00 | ramp covered in dirt | No |
| Medium | Yes | A9 | 11966.2 | NW | Regular | No |  |  |  |  | No | No | Yes | Yes | No | Yes | 3.30 | 3.10 | 12.80 | 1.20 | 6.90 | 3.30 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 11971.0 | NW | Regular | Yes | Older | Yes | Yes | No | No | Yes | Yes | Yes | No | Yes | 6.30 | 4.50 | 5.40 | 13.80 | 15.00 | 5.60 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 14622.3 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 7.60 | 3.60 | 3.90 | 11.70 | 19.50 | 0.00 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 14645.0 | NW | Regular | No |  |  |  |  | No | No | Yes | Yes | No | Yes | 4.00 | 2.60 | 5.80 | 8.60 | 11.50 | 0.30 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 14651.3 | SW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.40 | 1.00 | 5.10 | 8.40 | 14.80 | 0.60 | 3.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 19338.7 |  | Regular | Yes | 2 inch | Yes | No | No | Yes | Yes | Yes | Yes | No | Yes | 9.50 | 1.20 | 5.00 | 5.30 | 16.20 | 1.20 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 25860.5 | NW | Regular | Yes | 2 inch | No | No | No | No | No | Yes | Yes | No | No | 5.90 | 1.70 | 5.00 | 4.70 | 6.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 25890.0 | SW | Regular | Yes | 2 inch | No | No | No | No | No | No | Yes | No | Yes | 7.80 | 2.40 | 13.40 | 12.90 | 22.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 26034.8 | NW | Regular | No |  |  |  |  | No | No | No | Yes | No | Yes | 7.50 | 0.50 | 6.70 | 7.50 | 11.60 | 1.90 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 26093.8 | SW | Regular | No |  |  |  |  | No | Yes | No | Yes | No | Yes | 5.20 | 1.80 | 6.80 | 6.90 | 15.20 | 5.70 | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 26572.9 | SW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 13.60 | 1.50 | 7.80 | 4.50 | 20.60 | 7.40 | 3.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 27006.6 | NW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 8.60 | 0.00 | 5.20 | 8.80 | 19.10 | 1.60 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 27067.5 | SW | Regular | Yes |  |  |  |  | No | Yes | No | Yes | No | Yes | 9.10 | 0.50 | 4.40 | 5.30 | 15.00 | 3.20 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 28125.6 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.30 | 0.30 | 3.10 | 5.20 | 14.20 | 1.80 | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34924.0 | SW | Regular | No |  |  |  |  | No | No | No | NA | No | No | 10.80 | 1.10 | 17.00 | 17.30 | 16.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34929.7 | SW | Regular | No |  |  |  |  | No | Yes | Yes | NA | No | Yes | 10.10 | 0.00 | 11.70 | 11.00 | 12.10 | 0.50 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34564.8 | SW | Regular | No |  |  |  |  | No | No | No | NA | No | No | 10.80 | 0.60 | 11.60 | 15.80 | 14.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34555.5 | SW | Regular | No |  |  |  |  | No | No | No | NA | No | No | 10.60 | 1.60 | 18.70 | 19.40 | 17.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34201.1 | SW | Parallel | No |  |  |  |  | No | No | No | NA | No | No | 14.70 | 2.20 | 18.10 | 14.90 | 7.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 34179.3 | NW | Regular | No |  |  |  |  | No | No | No | NA | No | No | 18.40 | 4.30 | 17.90 | 26.00 | 23.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 33374.4 | SW | Regular | Yes | 2 inch | Yes | No | No | No | No | No | Yes | No | Yes | 10.00 | 0.70 | 13.50 | 16.60 | 13.30 | 2.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 33101.2 | SW | Regular | No |  |  |  |  | No | No | No | NA | No | Yes | 6.80 | 0.70 | 14.00 | 16.80 | 7.20 | 0.80 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 33881.2 | Nw | Regular | No |  |  |  |  | No | No | No | NA | No | No | 8.20 | 2.00 | 15.70 | 23.50 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | transition to street very rough with 3 in drop | No |
| Medium | Yes | A9 | 32497.2 | SW | Regular | No |  |  |  |  | No | Yes | No | NA | No | Yes | 8.10 | 1.10 | 9.50 | 7.20 | 15.50 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 32474.0 | NW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 11.50 | 0.60 | 6.60 | 14.70 | 21.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 31996.3 | SW | Regular | No |  |  |  |  |  | No | No | No | No | Yes | 8.60 | 0.20 | 16.30 | 15.60 | 16.80 | 0.50 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 31955.1 | NW | Regular | No |  |  |  |  | No | No | No | No |  | Yes | 9.50 | 0.90 | 15.20 | 11.30 | 18.20 | 2.40 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 31748.1 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | No | 9.90 | 2.40 | 3.40 | 7.80 | 23.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | Yes | A9 | 35313.0 | SW | Regular | Yes | Older | No | No | No | No | No | No | Yes | No | No | 10.20 | 2.10 | 17.80 | 14.00 | 16.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | ${ }^{35831.1}$ | SW | $\frac{\text { Reguar }}{\text { Regular }}$ | No |  |  |  |  | No | Yes | No | NA |  | Yes | ${ }^{10.80}$ | 2.40 | ${ }^{8.50}$ | 4.200 | 1. | ${ }^{\text {che }}$ | 0.00 | 0.00 | 0.00 | 0.00 | ${ }_{0}^{0.00}$ |  | $\frac{\text { No }}{\text { No }}$ |
| M edium | Yes | A9 | 36041.9 | SW | Regular | Yes | Older | No | No | No | No | Yes | No | NA |  | No | 12.70 | 3.70 | 13.40 | 14.40 | 15.70 | $\stackrel{0}{0.00}$ | $\stackrel{0}{0.00}$ | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 36237.7 | NW | Parallel | No |  |  |  |  | No | Yes | No | NA |  | No | 8.30 | 0.10 | 9.40 | 9.50 | 3.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 36256.8 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 10.40 | 0.30 | 12.50 | 15.00 | 10.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 36842.2 | NW | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 7.90 | 2.70 | 9.90 | 7.00 | 10.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 36831.3 | NE | Regular | Yes | 2 inch | No | No | No | No | Yes | No | Yes | No | No | 9.70 | 1.00 | 8.80 | 3.50 | 18.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 42594.8 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 9.60 | 3.90 | 7.90 | 18.20 | 10.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 42496.9 |  | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 9.50 | 2.10 | 10.50 | 4.40 | 16.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| M M dium | Yes | A9 | 42407.4 | SW | Regular | No |  |  |  |  |  | Yes | No | NA |  | No | 6.30 | 4.60 | $\frac{11.40}{2610}$ | $\stackrel{21.80}{1720}$ |  |  |  |  |  |  | 0.00 |  |  |
| M edium | Yes | A9 ${ }_{\text {A9 }}$ | ${ }_{4}^{4243292.9}$ | SW | Regular <br> Regular | $\stackrel{\text { No }}{\text { Yes }}$ | 2 inch | No | No | No | $\frac{\text { No }}{\text { No }}$ | Yes | $\frac{\text { No }}{\text { No }}$ | $\stackrel{\text { NA }}{\text { Yes }}$ | No | No | 9.00 13.30 | 4.00 0.80 | $\frac{26.10}{16.20}$ | 17.20 16.10 | 9.60 20.90 | 0.00 0.00 | 0.00 | ${ }_{0}^{0.00}$ | 0.000 | ${ }_{0}^{0.00}$ | ${ }_{0}^{0.00}$ |  | $\frac{\mathrm{No}}{\mathrm{No}}$ |
| Medium | Yes | A9 | 42390.2 | SW | Regular | Yes | 2 inch | No | Yes | No | No | Yes | No | Yes | No | No | 8.40 | 3.10 | 9.90 | 4.00 | 11.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |
| Medium | Yes | A9 | 41774 | SW | Regular | No |  |  |  |  | No | Yes | No | NA |  | No | 4.80 | 0.60 | 5.50 | 5.80 | 12.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | No |













| $\begin{gathered} \text { Location } \\ \text { Priority } \end{gathered}$ | $\begin{aligned} & \text { Severe? } \\ & (\mathrm{Y} / \mathrm{N}) \end{aligned}$ | Route | Postmile | Intersection Corner | Ramp Type | $\begin{gathered} \substack{\text { Signalized } \\ \text { Intersection }} \end{gathered}$ | Button Type | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | $\begin{gathered} \text { Button Out } \\ \text { of Reach } \end{gathered}$ | $\begin{gathered} \text { Audible } \\ \text { Signal } \end{gathered}$ | $\begin{gathered} \text { Flush } \\ \text { Transition } \end{gathered}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Straight } \\ \text { Curb } \end{array}$ | $\begin{gathered} \hline \text { Top } \\ \text { Landing } \end{gathered}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{aligned} & \text { Ramp X- } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Right Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Left Flare } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{gathered} \hline \text { Gutter Slope + } \\ \text { Ramp Slope } \end{gathered}$ | $\left.\begin{array}{\|c} \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ |  | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\left.\begin{array}{\|c\|c\|} \hline \text { Right } \mathrm{X} \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \text { Left } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| High | No | B8 | 9531.5 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.50 | 0.10 | 4.50 | 5.00 | 9.10 | 1.70 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | B8 | 9532.7 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.30 | 0.30 | 0.9999 | 9.30 | 2.00 | 0.90 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | B8 | 7921.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.90 | 0.20 | 3.90 | 3.40 | 7.10 | 0.30 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | $\mathrm{Cl}^{1}$ | 2028.6 | SW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.80 | 1.10 | 1.40 | 7.30 | 1.70 | 8.30 | 0.50 |  | Yes |
| High | No | B10 | 6709.1 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 4.20 | $\stackrel{1.70}{1.70}$ | 0.00 | 6.80 | 0.20 | 5.40 | 1.70 |  | Yes |
| High | No | B10 | 6421.8 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.70 | 0.50 | 7.80 | 0.90 | 6.60 | 0.50 |  | Yes |
| High | No | C1 | 2088.9 | NE | Paralle | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.80 | 1.70 | 5.60 | 1.30 | 5.10 | 1.20 |  | Yes |
| High | No | B9 | 1566.1 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.10 | 1.60 | 0.80 | 7.00 | 1.50 | 0.00 | 1.40 |  | Yes |
| High | No | B9 | 180.7 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.80 | 0.90 | 0.90 | 7.10 | 1.20 | 8.20 | 1.10 |  | Yes |
| High | No | B9 | 152.3 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.50 | 0.80 | 1.40 | 6.00 | 0.60 | 4.90 | 0.50 |  | Yes |
| High | No | B9 | 6953.5 | SW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 2.80 | 0.60 | 6.40 | 0.9999 | 11.70 | 2.00 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | B9 | 6956.2 | SW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 1.70 | 1.00 | 6.30 | 6.70 | 11.30 | 1.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{\text {F1 }}$ | 701.9 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.90 | 0.10 | ${ }^{1.30}$ | 8.30 | 0.90 | 6.50 | 0.50 |  | Yes |
| High | No | F1 | 631.6 | NW | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 3.20 | 0.70 | 1.00 | 3.80 | 0.70 | 6.90 | 1.30 |  | Yes |
| High | No | F1 | 509.3 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 7.00 | 1.90 | 0.9999 | 0.9999 | 7.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{\text {F1 }}$ | 475.0 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 6.20 | 0.50 | 0.9999 | 0.9999 | 7.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | ${ }^{\text {F1 }}$ | 192.6 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 7.60 | 1.00 | 0.9999 | 0.9999 | 8.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | F1 | 98.5 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 1.20 | 1.10 | 0.9999 | 0.9999 | 3.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | pic 37 | Yes |
| High | No | F1 | 54.4 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | Yes |  | 0.00 | 0.00 | 0.00 | 0.00 | 9.00 | 1.10 | 0.90 | 7.20 | 0.60 | 0.60 | 1.10 | pic 37 | Yes |
| High | No | A9 | 29248.1 | SW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 6.10 | 0.60 | 8.20 | 4.70 | 12.30 | 1.90 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | D6 | 6293.1 |  | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.60 | 1.00 | 0.10 | 5.40 | 1.50 | 7.70 | 0.90 |  | Yes |
| High | No | D6 | 6515.1 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 5.70 | 1.80 | 9.70 | 4.50 | 6.60 | 0.70 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | D6 | 6535.2 |  | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.80 | 0.60 | 8.70 | 8.40 | 8.70 | 0.90 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | D6 | 6326.8 |  | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.70 | $\stackrel{1.80}{ }$ | 1.50 | 3.60 | 0.80 | 1.30 | 1.40 |  | Yes |
| High | No | c9 | 3737.3 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 1.30 | 4.90 | 6.30 | 10.20 | 0.30 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | C9 | 3701.7 | SE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 3.60 | 0.70 | 6.80 | 4.20 | 9.60 | 0.40 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| High | No | C9 | 3658.9 | SW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.80 | 0.90 | 1.00 | 7.10 | 1.10 | 7.50 | 1.10 |  | Yes |
| High | No | C9 | 3621.8 | SW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.30 | 0.60 | 1.10 | 6.50 | 0.40 | 6.50 | 1.10 |  | Yes |
| High | No | C9 | 3197.6 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.90 | ${ }_{1}^{1.10}$ | 1.70 | 0.9999 | 0.9999 | 7.00 | 1.40 |  | Yes |
| High | No | C3 | 8480.9 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.10 | $\stackrel{1.50}{ }$ | 0.40 | 7.10 | 1.70 | 6.90 | 1.80 |  | Yes |
| Medium | No | F4 | 1783.3 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.60 | 1.00 | 0.90 | 2.70 | 0.10 | 8.10 | 1.90 |  | Yes |
| M edium | No | F4 | 2434.9 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.30 | 0.80 | 1.20 | 3.30 | 1.90 | 8.20 | 0.70 |  | Yes |
| Medium | No | F4 | 2475.7 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.70 | 1.30 | 0.30 | 6.10 | 1.50 | 8.20 | 0.20 |  | Yes |
| Medium | No | F4 | 3626.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.20 | 1.90 | 0.50 | 7.70 | 0.50 | 7.10 | 1.00 |  | Yes |
| Medium | No | A9 | 27936.7 | SE | Regular | Yes |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 2.40 | 0.90 | 2.50 | 4.10 | 3.50 | 1.80 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 4314.7 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 5.30 | 0.40 | 7.80 | 9.00 | 6.20 | 1.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 39532.4 | NE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.10 | 0.80 | 0.90 | 7.30 | 1.10 | 5.20 | 0.30 |  | Yes |
| M edium | No | E1 | 10551.5 | SW | Paralle | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.80 | 1.10 | 0.40 | 7.40 | 1.30 | 6.60 | 2.00 |  | Yes |
| Medium | No | D8 | 694.2 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.60 | 0.80 | 1.00 | 6.80 | 1.60 | 4.80 | 1.20 |  | Yes |
| Medium | No | D8 | 805.1 |  | Parallel |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 3.50 | 1.30 | 0.70 | 3.00 | 0.30 | 4.40 | 1.20 |  | Yes |
| Medium | No | D7 | 3158.0 |  | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.30 | 0.40 | 1.60 | 8.00 | 0.50 | 1.60 | 0.40 |  | Yes |
| Medium | No | D7 | 3575.2 |  | Parallel | Yes | 2 inch | Yes | No | No |  |  | Yes | Yes | No |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.90 | 0.10 | 0.50 | 5.60 | 0.40 | 0.00 | 0.60 |  | Yes |
| Medium | No | D7 | 3624.9 |  | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 0.80 | 1.00 | 4.80 | 1.00 | 3.70 | 1.60 |  | Yes |
| Medium | No | E1 | 430.5 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.80 | 0.40 | 1.00 | 8.00 | 1.50 | 6.80 | 0.20 |  | Yes |
| Medium | No | E1 | 996.4 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 5.10 | 1.90 | 7.10 | 5.00 | 8.60 | 1.00 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | E1 | 4097.1 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 1.60 | 0.10 | 6.40 | 0.00 | 6.90 | 0.40 |  | Yes |
| M edium | No | c9 | 127.2 | nw | Parallel | Yes | 2 inch | Yes | No | No |  | Yes | Yes |  | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.70 | 1.40 | 1.30 | 6.00 | 2.00 | 8.30 | 1.40 | no croswalk, construction | Yes |
| Medium | No | c9 | 140.5 | SW | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes |  | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.60 | 1.10 | 0.30 | ${ }^{6.40}$ | 0.70 | 6.80 | 0.80 | construction | Yes |
| Medium | No | c3 | 10199.2 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.80 | ${ }_{0}$ | 0.30 | 6.10 | 1.20 | 6.50 | 0.40 |  | Yes |
| Medium | No | C3 | 4130.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA | No | NA | 6.50 | 0.40 | 0.9999 | 0.9999 | 11.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C2 | 5468.2 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | NA | 5.60 | 1.20 | 4.20 | 7.40 | 7.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  |  |
| Medium | No | C2 | 5500.8 | SW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | NA | 0.50 | 0.90 | 3.70 | 6.80 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C3 | 6255.2 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.30 | 2.00 | 1.10 | 0.9999 | 0.9999 | 6.30 | 1.40 |  | Yes |
| M edium | No | C3 | 7898.2 | SW | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.70 | 0.20 | 0.50 | 7.90 | 1.70 | 5.60 | 0.40 |  | Yes |
| Medium | No | ${ }^{\text {c }}$ | 8091.8 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.00 | 1.50 | 0.00 | 7.90 | 0.50 | 7.60 | 0.20 |  | Yes |
| Medium | No | A10 | 7106.0 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 3.60 | 1.80 | 4.50 | 4.70 | 9.60 | 1.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C7 | 33.2 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.70 | 1.50 | 5.70 | 7.30 | 10.40 | 1.90 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A10 | 9979.9 | SW | Regular | No |  |  |  |  |  | Yes | Yes | Yes |  | Yes | 6.70 | 0.20 | 5.20 | 7.90 | 11.50 | 1.90 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A10 | 10353.6 | NE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 3.90 | 0.00 | 5.70 | 5.70 | 9.80 | 0.90 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A10 | 9996.5 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes |  | Yes | 1.70 | 0.30 | 3.40 | 6.60 | 4.50 | 0.50 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A10 | 9905.8 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.50 | 0.10 | 0.60 | 7.80 | 1.70 | 5.50 | 1.20 |  | Yes |
| Medium | No | A10 | 9355.9 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes |  |  | 0.00 |  |  | 0.00 | 8.00 |  | 1.30 | ${ }^{7} 7.20$ | 1.00 | $\frac{6.90}{1.0}$ | $\frac{0.10}{130}$ |  |  |
| Medium | No | ${ }^{\text {B3 }}$ | ${ }^{226495}$ | NE NW | $\xrightarrow{\text { Parallel }}$ | No | 2 inch | Yes | No | No | No | Yes Yes reser | Yes Yes | NA | No | Yes | 0.00 0.90 | 0.00 1.30 | 0.00 5.80 | 0.00 5.10 | 9.10 5.20 | 1.20 <br> 0.00 | 0.30 0.00 | ${ }^{0.9999} 0$ | ${ }_{0}^{0.9999}$ | 1.40 | ${ }^{1.30}$ |  | Yes <br> Yes |
| M edium | No | C5 | 9471.3 | SW | Requar | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | 4.90 | 0.10 | 0.9999 | 0.9999 | 9.10 | 1.20 | ${ }_{1}^{1.40}$ | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C5 | 9313.0 |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.60 | 0.70 | 6.20 | 5.50 | 8.10 | $\frac{0.80}{}$ | 1.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C5 | 9521.6 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 2.40 | 1.00 | 0.9999 | 0.9999 | 7.10 | 0.30 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C2 | 4780.2 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.60 | ${ }_{1} 1.40$ | 1.20 | ${ }^{7} .30$ | 0.70 | $\stackrel{4}{4.80}$ | ${ }_{0} 0.30$ |  | Yes |
| Medium | No | ${ }^{4}$ | 607.6 | NE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 7.30 | 0.20 | 6.10 | 5.20 | 12.90 | 1.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |


| $\begin{aligned} & \begin{array}{l} \text { Location } \\ \text { Priority } \end{array} \\ & \hline \end{aligned}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Severe? } \\ (Y / N) \end{array} \\ \hline \end{array}$ | Route | Postmile | Intersection <br> Corner | Ramp Type | $\begin{gathered} \text { Signalized } \\ \text { Intersection } \end{gathered}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|} \hline \text { supe } \\ \text { Ty } \end{array}$ | $\begin{array}{\|c} \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Button Too } \\ \text { High } \end{array} \\ \hline \end{array}$ | $\begin{array}{c\|} \hline \text { Button Out } \\ \text { of Reach } \end{array}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|l\|l\|} \hline \text { Signal } \end{array}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|c\|} \hline \text { Transition } \end{array}$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Detectable } \\ \text { Warning } \\ \hline \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Terminates in } \\ \text { Crosswalk } \end{array}$ | $\begin{gathered} \text { Stright } \\ \text { Curb } \\ \hline \end{gathered}$ | $\begin{gathered} \text { Top } \\ \text { Landing } \end{gathered}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Right Flare } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \text { Left Flare } \\ \text { Slope } \\ \hline \end{array}$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|c\|c\|c\|c\|l\|l\|l\|l\|c\|} \text { Ramp Slope } \end{array}$ | $\left.\begin{array}{\|c} \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{array}{\|c\|c\|} \hline \begin{array}{c} \text { Landing } \\ \text { Slope } \end{array} \\ \hline \end{array}$ | $\begin{aligned} & \text { Right } \\ & \text { Slope } \end{aligned}$ | $\left.\begin{array}{\|c} \text { Right X. } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{array}{\|c\|} \hline \text { Left } \\ \text { Slopep } \\ \hline \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Left } \mathrm{X} \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | C4 | 4785.1 | SW | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.20 | 1.80 | 1.90 | 6.00 | 1.10 | 6.40 | 0.40 |  | Yes |
| Medium | No | C4 | 5430.2 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 4.20 | 0.30 | 0.00 | 8.20 | 1.60 | 8.10 | 1.10 |  | Yes |
| Medium | No | C4 | 5578.8 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 4.90 | 1.10 | 1.20 | 6.60 | 1.80 | 7.20 | 0.50 |  | Yes |
| Medium | No | C4 | 5786.0 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.20 | 1.10 | 0.10 | 7.00 | 1.60 | 6.80 | 1.60 |  | Yes |
| Medium | No | A1 | 6075.3 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.50 | 1.60 | 1.00 | 0.9999 | 0.9999 | 5.70 | 0.80 |  | Yes |
| Medium | No | A3 | 1101.0 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 7.80 | 0.10 | 7.50 | 6.10 | 12.90 | ${ }_{1} 1.40$ | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A4 | 1886.6 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.10 | 0.60 | 1.80 | 5.80 | 1.90 | 6.80 | 0.00 |  | Yes |
| Medium | No | A4 | 2056.0 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 1.20 | 1.20 | 7.80 | 3.50 | 7.40 | 1.50 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A4 | 1901.1 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 1.60 | 1.30 | 7.50 | 1.10 | 10.60 | 0.50 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A4 | 4870.3 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.60 | 0.00 | 1.70 | 8.20 | 1.20 | 0.9999 | 0.9999 |  | res |
| Medium | No | A5 | 2612.7 |  | Built-up | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 7.60 | 0.60 | 0.9999 | 0.9999 | 8.60 | 0.30 | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 | Picture A5-2612 | Yes |
| Medium | No | A6 | 7911.6 | SE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 4.70 | 0.90 | 7.40 | 8.00 | 12.70 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | ${ }^{6}$ | 25313.2 |  | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.80 | 1.50 | 1.30 | 5.70 | 0.70 | 7.30 | 0.10 |  | Yes |
| Medium | No | B5 | 9457.3 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 2.90 | 1.10 | 0.9999 | 0.9999 | 12.50 | 1.20 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C3 | 29.9 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 0.80 | 0.60 | 0.9999 | 0.9999 | 10.70 | 1.50 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B5 | 12745.9 | SE | Parallel | No |  |  |  |  |  |  | Yes | Yes |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 9.00 | 1.70 | 1.00 | 7.20 | 0.20 | 5.40 | 1.20 |  | Yes |
| Medium | No | B8 | 7129.0 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 3.00 | 0.50 | 3.40 | 4.10 | 4.50 | 1.90 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 7672.0 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 7.20 | 0.30 | 5.00 | 2.90 | 7.20 | 2.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 7775.1 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 0.40 | 0.90 | 1.70 | 1.20 | 2.60 | 0.90 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 8693.1 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.30 | 0.00 | 4.80 | 3.60 | 5.40 | 1.10 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 8773.5 | NW | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 2.00 | 0.80 | 2.30 | 4.40 | 4.30 | 0.70 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 8888.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.80 | 0.30 | 3.50 | 2.60 | 7.90 | 1.10 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 9743.7 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.70 | 0.70 | 3.30 | 3.30 | 7.20 | 1.60 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B8 | 9742.8 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.50 | 0.50 | 0.00 | 0.9999 | 0.9999 | 6.00 | 0.70 |  | Yes |
| Medium | No | B8 | 8075.2 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.00 | 1.50 | 0.20 | 0.9999 | 0.9999 | 6.00 | 1.40 |  | Yes |
| Medium | No | B8 | 6039.1 | NE |  |  |  |  |  |  |  |  |  |  |  |  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | raised crosswalks even with sidewalk, no ramp needed | Yes |
| Medium | No | B10 | 143.6 | NE | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.20 | 1.10 | 0.9999 | 8.10 | 3.60 | 1.30 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B10 | 0.0 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | 0.50 | 0.40 | 0.9999 | 0.9999 | 4.00 | 1.60 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B10 | 5078.8 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 5.40 | 0.00 | 6.50 | 9.90 | 13.00 | 1.20 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B10 | 7132.8 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 1.60 | 0.40 | 7.90 | 1.40 | 7.90 | 1.80 |  | Yes |
| Medium | No | B10 | 7091.1 | NE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.10 | 1.20 | 0.90 | 5.70 | 0.60 | 5.80 | 1.30 |  | Yes |
| Medium | No | B10 | 6780.4 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 1.20 | 1.40 | 7.90 | 0.60 | 5.80 | 2.00 |  | Yes |
| Medium | No | B8 | 5018.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 3.50 | 1.20 | 4.50 | 7.20 | 4.80 | 1.50 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A10 | 750.4 | SE | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes |  | Yes | 5.30 | 0.10 | 4.70 | 9.20 | 10.40 | 0.10 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | $\mathrm{Cl}^{1}$ | 8041.2 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.00 | 1.90 | 0.20 | 5.90 | 1.70 | 6.20 | 0.50 |  | Yes |
| Medium | No | $\mathrm{Cl}^{1}$ | 7136.1 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.90 | 1.50 | 0.00 | 6.80 | 1.50 | 7.30 | 0.40 |  | Yes |
| Medium | No | ${ }^{1}$ | 6837.4 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.10 | 1.20 | 0.20 | 7.10 | 1.90 | 7.60 | 1.40 |  | Yes |
| Medium | No | C1 | 4792.0 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 7.50 | 1.40 | 0.00 | 6.30 | 0.30 | 7.40 | 0.60 |  | Yes |
| Medium | No | B1 | 7442.7 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 5.60 | 1.20 | 1.90 | 3.00 | 0.90 | 5.90 | 1.50 |  | Yes |
| Medium | No | B9 | 768.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.60 | 1.90 | 1.40 | 5.90 | 1.00 | 7.90 | 1.80 |  | Yes |
| Medium | No | B9 | 7958.0 | SW | Parallel | Yes | 2 inch | Yes | No | № | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.50 | 0.60 | 0.80 | 7.20 | 0.70 | 8.10 | 0.80 |  | Yes |
| Medium | No | B9 | 7983.7 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.30 | 0.60 | 1.20 | 5.50 | 0.70 | 6.90 | 1.00 |  | Yes |
| Medium | No | B9 | 7964.1 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.40 | 1.00 | 0.10 | 0.9999 | 0.9999 | 0.9999 | 0.9999 |  | Yes |
| Medium | No | B9 | 7953.5 | SE | Parallel | Yes | 2 inch | Yes | ${ }^{\text {No }}$ | No | No | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.70 | 1.10 | 0.40 | 0.9999 | 0.9999 | 0.9999 | 0.9999 |  | Yes |
| Medium | No | B9 | 7936.9 | SE | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 0.50 | 1.30 | 0.9999 | 0.9999 | 0.9999 | 0.9999 |  | Yes |
| Medium | No | B9 | 7617.1 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 4.20 | 1.60 | 0.9999 | 7.20 | 13.20 | 1.20 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | B9 | 5973.4 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.90 | 0.70 | 0.40 | 5.70 | 1.00 | 8.20 | 0.30 |  | Yes |
| Medium | No | B9 | 6266.7 | NW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.10 | 0.20 | 1.50 | 5.80 | 0.10 | 7.10 | 0.10 |  | Yes |
| Medium | No | F1 | 857.4 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 5.00 | 1.70 | 0.9999 | 0.9999 | 6.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | Picture 11-79_857 | Yes |
| Medium | No | F4 | 1805.6 | NW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.80 | 2.00 | 0.9999 | 0.9999 | 12.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | F4 | 1858.5 | NE | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 7.20 | 1.40 | 0.9999 | 0.9999 | 12.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | F5 | 2495.9 |  | Regular | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 4.70 | 0.90 | 0.9999 | 0.9999 | 6.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 27541.9 | SW | Regular | Yes |  |  |  |  | Yes | Yes | Yes | Yes | No | Yes | 4.60 | 1.00 | 2.70 | 3.10 | 9.90 | 0.60 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 28149.3 | SW | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 4.70 | 0.40 | 6.10 | 3.70 | 9.80 | 1.50 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 37802.9 |  | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | $\frac{1.40}{1.40}$ | 1.10 | 7.20 | 0.90 | 6.80 | ${ }^{0.50}$ |  | Yes |
| Medium | No | A9 | 37647.5 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.30 | $\frac{1.10}{120}$ | 0.10 | 4.90 | 0.80 | 5.70 | 1.70 |  | Yes |
| Medium | No | A9 | 37585.1 |  | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 1.70 | 1.20 | 0.70 | 6.40 | 0.40 | 5.90 | 1.30 |  | Yes |
| Medium | No | A9 | 49216.8 |  | Parallel | No |  |  |  |  | No | Yes | Yes | NA |  | Yes | 7.80 | 0.30 | 0.9999 | 0.9999 | 3.00 | 0.40 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | A9 | 49079.3 | NW | Parallel | Yes |  |  |  |  | No | Yes | Yes | Yes |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 6.80 | 2.00 | 1.50 | 6.50 | 0.40 | 6.80 | 1.20 |  | Yes |
| Medium | No | ${ }^{\text {c }}$ | ${ }^{22612.9}$ |  | Regular | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 5.70 | 2.00 | ${ }^{7.40}$ | 7.90 | 6.60 | ${ }^{0.40}$ | ${ }^{0} 8.80$ | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | C3 | 25546.3 |  | Regular | No |  |  |  |  |  | Yes | Yes | Yes | Yes | Yes | 7.40 | 0.70 | 0.9999 | 0.9099 | 13.10 | 0.10 | 1.20 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | D7 | 3187.1 |  | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 1.00 | 0.50 | 4.30 | 2.10 | $\frac{1.20}{3.60}$ |  | $\frac{0.20}{180}$ | ${ }^{0.00}$ | 0.00 | 0.00 | ${ }^{0.00}$ |  | Yes |
| Medium | No | $\frac{D 9}{\frac{D 6}{D 6}}$ | $\frac{45.3}{4082.8}$ | NW | $\frac{\text { Parallele }}{\text { Regular }}$ | $\begin{aligned} & \frac{\mathrm{No}^{\prime}}{\text { Yes }} \end{aligned}$ | 2 inch |  |  | No | No | Yes <br> Yes | $\begin{aligned} & \frac{\text { Yes }}{\text { Yes }} \end{aligned}$ | $\frac{\mathrm{NA}}{\frac{\mathrm{YA}}{}}$ | No | Yes <br> Yes | $\begin{aligned} & 0.000 \\ & \hline 3.30 \end{aligned}$ | $\begin{aligned} & 0.00 \\ & 0.30 \end{aligned}$ | $\frac{0.00}{1.70}$ | 0.00 4.60 | 3.60 4.60 | 1.00 1.80 | $\stackrel{1.80}{0.60}$ | 6.40 0.00 | 0.70 | 5.40 | 1.30 0.00 |  | Yes <br> Yes |
| Medium | No | C3 | 13786.5 | SW | Regular | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | No | Yes | 7.40 | 1.90 | 6.10 | 8.10 | 8.90 | 0.40 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Medium | No | c9 | 4495.3 | SW | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.20 | 1.40 | 1.60 | 6.80 | 0.50 | 7.20 | 1.90 |  | Yes |


| Location Priority | Severe? $(Y / N)$ | Route | Postmile | Intersection Corner | Ramp Type | Signalized Intersection | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Type } \end{array}$ | $\begin{array}{\|l\|l\|} \hline \text { Button } \\ \text { Level } \end{array}$ | $\begin{array}{\|l\|} \hline \text { Button Too } \\ \text { High } \end{array}$ | Button Out of Reach | $\begin{array}{\|c\|c\|} \hline \text { Audible } \\ \text { Signal } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Flush } \\ \text { Transition } \\ \hline \end{array}$ | Detectable Warning | Terminates in <br> Crosswalk | $\begin{gathered} \text { Straight } \\ \text { curb } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Top } \\ \hline \text { Landing } \end{array}$ | $\begin{aligned} & \text { Ramp } \\ & \text { Slope } \end{aligned}$ | $\begin{gathered} \text { Ramp X- } \\ \text { Slope } \end{gathered}$ | $\begin{aligned} & \text { Right Flare } \\ & \text { Slope } \end{aligned}$ | $\begin{array}{\|l\|l\|} \hline \text { Left Flare } \\ \text { Slope } \end{array}$ | $\begin{array}{\|c} \hline \begin{array}{c} \text { Gutter Slope } \\ \text { Ramp Slope } \end{array} \\ \hline \end{array}$ | $\begin{array}{\|c\|} \hline \begin{array}{\|l\|l\|l\|l\|l\|l\|}  \\ \text { Slopee } \end{array} \end{array}$ | $\left.\begin{array}{\|c} \hline \text { Landing } \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{aligned} & \hline \text { Right } \\ & \text { Slope } \end{aligned}$ | $\left.\begin{array}{\|c\|c\|} \hline \text { Right } X-T \\ \text { Slope } \end{array} \right\rvert\,$ | $\begin{array}{\|c} \text { Left } \\ \text { Slope } \end{array}$ | $\begin{array}{\|l\|} \hline \text { Left } X \text { - } \\ \text { Slope } \end{array}$ | Other | Compliant |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Medium | No | c9 | 4309.1 |  | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 0.50 | 0.70 | 7.90 | 1.10 | 7.20 | 1.10 |  | Yes |
| M edium | No | C3 | 7577.5 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 6.80 | 0.20 | 0.9999 | 0.9999 | 7.20 | 0.50 | 1.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Low | No | C6 | 3214.2 |  | Parallel | Yes | 2 inch | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 13.20 | 2.00 | 0.90 | 4.10 | 1.00 | 6.30 | 2.00 |  | Yes |
| Low | No | B8 | 8221.4 |  | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 5.50 | 0.40 | 5.10 | 1.70 | 5.80 | ${ }_{1} 1.40$ | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Low | No | B10 | 2077.1 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 9.30 | $\frac{1.80}{1.80}$ | 0.70 | 8.00 | 1.10 | 8.10 | 0.10 |  | Yes |
| Low | No | C1 | 5378.0 | SE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.90 | ${ }_{1}^{1.10}$ | 0.50 | 7.20 | 0.60 | 8.00 | 1.20 |  | Yes |
| Low | No | C1 | 5354.9 | SW | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 3.60 | 1.60 | 0.90 | 6.40 | 1.30 | 8.10 | 1.60 |  | Yes |
| Low | No | $\mathrm{Cl}^{1}$ | 5232.5 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.60 | 1.40 | 0.70 | 6.00 | 0.50 | 4.30 | 1.60 |  | Yes |
| Low | No | C1 | 5255.0 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 2.60 | 1.50 | 0.90 | 7.60 | 1.40 | 6.50 | 1.80 |  | Yes |
| Low | No | B9 | 6310.5 | SE | Regular | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 4.30 | 0.80 | 0.9999 | 7.20 | 12.40 | 1.70 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 |  | Yes |
| Low | No | B9 | 5933.8 | NE | Parallel | No |  |  |  |  |  | Yes | Yes | NA |  | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 11.90 | $\stackrel{1.50}{ }$ | 1.60 | 5.60 | 0.30 | 6.20 | 1.10 |  | Yes |
| Low | No | C9 | 2739.1 | SE | Parallel | No |  |  |  |  | No | Yes | Yes | Yes | No | Yes | 0.00 | 0.00 | 0.00 | 0.00 | 10.10 | 0.90 | 1.20 | 7.20 | 0.60 | 5.20 | 1.30 |  | Yes |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Number of | of Non-Compliant Curb Ramps | 2735 |

## Reno Sparks ADA Right-of-Way Transition Plan Appendix D

## ABBREVIATIONS/DEFINITIONS

The following legend describes the terms and abbreviations used in the transition plan.
Location Priority - A ranking High, Medium, or Low based on proximity to land uses as described on page 13 of the document.

Severe? $(Y / N)$ - This refers to the severity of a barrier as described on page 13 of the document.
Route - This refers to the route or street where the data was collected.
Postmile - This refers to the location of the data point from the start of the route, measured in feet.

## CURB RAMPS

Intersection Corner - Refers to location:
NW = Northwest
NE = Northeast
SW = Southwest
SE = Southeast
Ramp Type - This refers to the type of curb ramp either regular or parallel.
Missing = No curb ramp.
Regular = Any ramp that is not a parallel curb ramp.
Parallel = A parallel curb ramp has two ramp sections leading down to a bottom level landing.
Signalized Intersection - This refers to whether there is a signal at the corner location of the curb ramp.
Button Type - This refers to the size of the pedestrian button. There is either a compliant " 2 Inch" diameter pedestrian button or an "Older" type which is less than 2 inches in diameter.

Button Level - A landing area adjacent to the button must be level (less than $2 \%$ cross slope).
Button Too High - The pedestrian button must be less than 48 inches high.
Button Out of Reach - If the pedestrian button reach is unobstructed and the clear floor space allows a parallel approach then the pedestrian button shall be a maximum of 48 inches high with a maximum 10 inch deep reach.

If the pedestrian button reach is obstructed and the clear floor space allows a parallel approach then the pedestrian button shall be located at these various heights depending upon the reach depth:

- a maximum 48 " high with a maximum 10 " deep reach
- a maximum 46 " high with a maximum $24^{\prime \prime}$ deep reach
- a maximum 34 " high with a maximum $24^{\prime \prime}$ deep reach

Audible Signal - This refers to whether or not the signal is equipped with Accessible Pedestrian Signals (APS) a signal device that audibly cues a visually impaired pedestrian of the walk cycle.

Flush Transition - The transition from the adjoining street where the street (usually the gutter) meets the base of the curb ramp shall be flush and free of abrupt changes.

## Reno Sparks ADA Right-of-Way Transition Plan Appendix D

Detectable Warning - Detectable Warnings are a configuration of raised truncated domes that are placed on the surface of a ramp, which provide a tactile cue to visually impaired pedestrians that they are entering or exiting a vehicular area.

Terminates in Crosswalk - If the curb ramp is diagonal and has flared sides, the terminus shall be located within the marked crossing.

Straight Curb - If the curb ramp is diagonal and has flared sides, it shall also have at least a 24 " long segment of straight curb located on each side of the curb ramp and within the marked crossing.

Top landing - This refers to a level landing at the top of the ramp.
Ramp Slope - This refers to the slope of the main body of the ramp, not the slope of the flared sides of the ramp that are not considered to be part of the walking surface. The maximum slope allowed for a curb ramp is $8.33 \%$.

Ramp Cross Slope - This refers to the cross slope of the main body of the ramp, not the slope of the flared sides of the ramp that are not considered to be part of the walking surface. The maximum cross slope allowed for an accessible route is $2 \%$.

Right Flare Slope (facing the curb ramp) - This refers to the slope of the right flared side of the ramp that is not considered to be part of the walking surface. The maximum slope allowed for a flared side is $10 \%$.

Left Flare Slope (facing the curb ramp) - This refers to the slope of the left flared side of the ramp that is not considered to be part of the walking surface. The maximum slope allowed for a flared side is $10 \%$.

Gutter Slope + Ramp Slope - This refers to the combination slope of the curb ramp and the gutter. The maximum combination slope allowed by federal guidelines is $13.3 \%$.

Landing Slope - A level landing with a maximum slope of $2 \%$ is required at the top of a Regular curb ramp and at the bottom of a Parallel curb ramp.

Landing Cross Slope - A level landing with a maximum cross slope of $2 \%$ is required at the top of a Regular curb ramp and at the bottom of a Parallel curb ramp.

Right Slope (facing the curb ramp) - This refers to the slope of the right ramp of a Parallel curb ramp. The maximum slope allowed is $8.33 \%$.

Right Cross Slope (facing the curb ramp) - This refers to the cross slope of the right ramp of a Parallel curb ramp. The maximum cross slope allowed is $2 \%$.

Left Slope (facing the curb ramp) - This refers to the slope of the left ramp of a Parallel curb ramp. The maximum slope allowed is $8.33 \%$.

Left Cross Slope (facing the curb ramp) - This refers to the cross slope of the left ramp of a Parallel curb ramp. The maximum cross slope allowed is $2 \%$.

Other - This refers to miscellaneous conditions of the curb ramps.
Compliant - This refers to whether the element complies with all the requirements.

## Reno Sparks ADA Right-of-Way Transition Plan Appendix D

## DRIVEWAYS

Driveway Type - This refers to the type of facility the driveway serves, either commercial or residential.
Driveway Cross Slope - This refers to the slope of the sidewalk perpendicular to the direction of pedestrian traffic. The maximum cross slope allowed is $2 \%$.

Sufficient Width - This refers to an accessible route through or around the driveway with a minimum of width of 36 inches.

Right Slope (facing the driveway from the street) - This refers to the slope of the right flared side of the driveway.
Left Slope (facing the driveway from the street) - This refers to the slope of the left flared side of the driveway.
Compliant - This refers to whether the element complies with all the requirements.

## TRANSIT STOPS

Bus Shelter - This refers to a covered area where passengers can wait for the bus to arrive.
Wheelchair Seating - This refers to a wheelchair seating area that has a minimum $30^{\prime \prime} \times 48^{\prime \prime}$ clear floor space located within the shelter.

Wheelchair Landing - This refers to the landing area where a bus can stop and deploy a lift or ramp. This landing shall be a minimum of 96 inches deep by 60 inches wide. The depth shall be measured from the curb or vehicle roadway edge and the width shall be measured parallel to the vehicle roadway edge.

Landing Slope - The wheelchair landing shall have a maximum cross slope of $2 \%$.
Other - This refers to miscellaneous conditions of the transit stop.
Compliant - This refers to whether the element complies with all the requirements.

## SIDEWALK OBSTRUCTIONS

Obstruction Type - This describes the type of obstruction such as vegetation, sign poles, utility poles, street furniture, newspaper racks, bus shelters, etc.

Protruding Object - This refers to vegetation, sign poles, utility poles, street furniture, news racks, bus shelters, etc., that project over the sidewalk. Protruding objects that do not have a cane detectable barrier underneath are a hazard for visually impaired pedestrians.

Overhanging Object - This refers to plants or tree limbs growing into the sidewalk area that either reduce the clear width to less than the required $36^{\prime \prime}$ minimum or overhang at a height less than $80^{\prime \prime}$. This also refers to a guy wire used to support a utility pole that is strung in a manner where it is tied at an angle.

Other - This refers to miscellaneous conditions of the right-of-way.
Change in Level - This refers to a vertical change in the travel surface such as a pot hole, uneven sidewalk panels, utility cover, tree well, etc. A vertical change in the travel surface shall not exceed $1 / 2$ inch.

## Reno Sparks ADA Right-of-Way Transition Plan Appendix D

Horizontal Gap - This refers to a horizontal obstruction to the travel surface change such as a pot hole, pavement crack, utility cover, tree well, etc. A horizontal obstruction to the travel surface shall not exceed $1 / 2$ inch.

APPENDIX C MEASURED ROUTES MAPS








ROUTE B4 Cont.


ROUTE B5


ROUTE B5 Cont.


$\qquad$


## ROUTE B10





ROUTE C6


ROUTE C7


ROUTE C8




ROUTE D5


ROUTE D6


ROUTE D7


ROUTE D8


ROUTE D9




ROUTE E7


## LEGEND

- Measured Route

Surveyed ADA Object
(N)

Not to Scale

ROUTE E9







## [ADA Transition Plan

## APPENDIX B

## Public and Agency Involvement



## Goals and Objectives

## RTC

- Improve accessibility for all citizens
- Encourage participation from public and disabled community
- Educate RTC Washoe staff and the public on the requirements of the ADA
- Develop a list of barriers
- Provide outline of methods to remove barriers
- Provide a realistic schedule with cost projections for the removal of barriers

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## ADA Background - Five Titles of ADA

- Title I Employment
- Title II State \& Local Governments (28 CFR Part 35)
- Title III Public Accommodations (retail, commercial, sports complexes, movie theaters, et al) (28 CFR Part 36 )
- Title IV Telecommunications
- Title V M isc., including requirements for the U.S. Access Board to develop design guidelines

Kimley》Horn Accessology

## Agenda



- Goals and Objectives
- ADA Background
- Steps to Compliance
- Scope
- Sample Issues
- Questions and Comments


## ADA Background - Legal



- Architectural Barriers Act (ABA - originated 1968)
- Rehabilitation Act (1973) - Section 504 (49 CFR Part 27)
- Civil Rights Restoration Act (1987)
- Americans with Disabilities Act (ADA) (1990)
- DOJ Implementing Regulations (28 CFR 35)

Title II -
State and Local Governments


Basic Requirement Must ensure that individuals with disabilities are not excluded from programs services, and activities (pedestrian facilities are an example of a program)


[^0]
## Title II - <br> State and Local Governments

Basic Requirementsfor government entities with 50 or more employees:

- Designate an ADA Coordinator
- Development and postings of an ADA Policy Statement
- Development and postings of Grievance Procedures/Complaint Procedures
- Complete a Self-Evaluation of current services, policies, and practices
- Development of a Transition Plan

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## Transition Plan Elements

Identify/list physical obstacles and their location

- Buildings/ parking lots
- Transit stops

Describe in detail the methods the entity will use to make the facilities accessible

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## Steps to Compliance

## RTC

- Step 1 Designate an ADA Coordinator
- Step 2 Provide Public Notice about ADA Requirements
and Establish a Grievance Procedure
- Step 3 Gather where you are
- Step 4 Develop/review internal design standards, specifications, details
- Step 5 Develop Self-Evaluation and Transition Plan
- Step 6 Approve a schedule and budget to implement
the Transition Plan
- Step 7 M onitor progress on implementation of the Transition Plan
- Provide a schedule for making the access modifications
- Provide a yearly schedule if the Transition Plan is more than one year long
- Name/position of the official who is responsible for implementing the Transition Plan


## Self-Evaluation

Facilities to be Evaluated

- Buildings (6)
- Transit Stops
- Base Contract (160)
- Amendment (200)


## ArcGIS/ GPS based Data Collection RTC

- Integrated data collection field form
- Fully customizable field forms
- Integrated digital camera
- Field data and photos sync with ArcGIS


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| Sample Buildings/ Parking Lot Issues RTC |
| :--- |
| Interior |
| - Door knobs instead of levers |
| - Narrow doors |
| - Non-compliant showers |
| - No access to stages |
|  |
|  |
| Kimley»Horn \#nccessology |


| Non-compliant parking | RTC |
| :---: | :---: |
|  |  |




## Sample Transit Stop Issues

- Transit stop (route information) signage not compliant
- No boarding and alighting area
- Boarding and alighting area running slope > 2\%
- Boarding and alighting area transition at connection to curb is $>1 / 4^{\prime \prime}$
- No clear spaces next to benches

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Sample Transit Stop Issues


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## Transit Stop Data Collection

- Prioritized based on:
- Ridership
- Transit stops not considered for data collection:
- 2017-2021 RTP
- Inactive stops
- Recently analyzed stops
- Stops along Routes 17, 26, and Sierra Spirit
- Private stops




## Agenda


－Goals and Objectives
－Steps to Compliance
－Scope
－Sample Issues
－Questions and Comments

## Goals and Objectives

－Improve accessibility for all citizens
－Encourage participation from public and disabled community
－Educate RTC Washoe staff and the public on the requirements of the ADA
－Develop a list of barriers
－Provide outline of methods to remove barriers
－Provide a realistic schedule with cost projections for the removal of barriers

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## Transition Plan Elements



Identify／list physical obstacles and their location
－Buildings／parking lots
－Transit stops
Describe the methods the entity will use to make the facilities accessible

## Transition Plan Elements（cont．）

－Provide a schedule for making the access modifications
－Provide a yearly schedule if the Transition Plan is more than one year long
－Name／position of the official who is responsible for implementing the Transition Plan

## Where are We at in the Process？

－Identification of transit stop locations for self evaluation
－Public M eeting \＃1
－Finalize transit stop locations for self evaluation
－Self evaluation
－Draft ADA Transition Plan
－Public M eeting \＃2
－Final ADA Transition Plan
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| Self-Evaluation |
| :--- |
| Facilities to be Evaluated <br> - Transit Stops <br> - 360 <br>  <br>  <br>  <br> Kimley»Horn Anccessology |



## Sample Transit Stop Issues

- Transit stop (route information) signage not compliant
- No boarding and alighting area
- Improperly sized boarding and alighting area
- Boarding and alighting area running slope $>2 \%$
- Boarding and alighting area transition at connection to curb is $>1 / 4^{\prime \prime}$
- No clear spaces next to benches

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Transit Stop Improvement


Transit Stop Data Collection

- We want feedback on transit stop locations where you think data regarding ADA compliance should be collected

[^1]Questions and Comments?

[^2]


| R | ADA Transition Plan | Kimley>Horn Accessology |
| :---: | :---: | :---: |
|  | rtcwashoe.com | Cf Younte (0) |





|  | Name | Address | E-mail | Would you like to receive meeting materials via e-mail (Yes or No) |
| :---: | :---: | :---: | :---: | :---: |
| 1. | Elyse Jolly | 3416 Goni Road Bidg, D Carsoncity, $\begin{gathered}\text { NV } 89706\end{gathered}$ | elysejollyeadsd.nv.gov | yes |
| 2. | $\text { IRACE } 7+\text { ETs HoR2sLC }$ | 1960 Cus Da Vac GT, Kno, No 89519 | 1rACG7. HORRBLC(C CHARTRR NET | No |
| 3. | ALLAN CTAUOCTES | 701 ASFENI TKAIL RENVO G9S10 | ALUANIFC Q AOL. CON | TES |
| 4. | KATHY PRICE-TOBY | 3550 PARQUE VERDELN RENO 89502 | okckatz1@gmail.com | Yes |
| 5. | Jeanine Mooers | $\begin{aligned} & 10592 \text { fouberry PerKDR } \\ & \text { Reno, NV } 89521 \end{aligned}$ | Jeanine. Mooers@g-mailicom | yes |
| 6. | Pouline mooers | 10592 Eoxberry Pork De Reno; NV 89521 |  |  |
| 7. | Cynthia Freeman | Janford Ceaterfor Aging ©MM UNAR | ©frecman@med.unr-edu | yes |
| 8. | al sonnon | 6480 David Jamer Berd Sparks NJ fe4436 |  | yes |
| 9. | Amy Dewitt - Smith | 999 Pyramid way, Sparks 89431 | amy 0 neighbornv.ong | yes |
| 10. | Mevte NeFY | $265 \text { GVaNGOCT son My W }$ | rukivaray y 9 at.con | $N R$ |
| 11. | Charla Honey | Cityotreno | honeycoreno.gov | no |
| 12. | Izora Hoagland | 1570 sky valley Dr f201 Rend N \&9523 | izoracsp@gmail | yes |
| 13. | STEPHIE MICHAEZS | 1205 S MEADƠO S KWY \# 1034 SENO, NU 89521-3915 | STEXIFIEMST@ GMAIL.COM | y<J |
| 14. | Jemyr Sacasas | 411 poplar st. Apt. A Rend, NV 89512 | jemyr.mae@me.com | no |





## Agenda


－Goals and Objectives
－Steps to Compliance
－Scope
－Sample Issues
－Questions and Comments

## Goals and Objectives

## RTC

－Improve accessibility for all citizens
－Encourage participation from public and disabled community
－Educate RTC Washoe staff and the public on the requirements of the ADA
－Develop a list of barriers
－Provide outline of methods to remove barriers
－Provide a realistic schedule with cost projections for the removal of barriers

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## Transition Plan Elements



Identify／list physical obstacles and their location
－Buildings／parking lots
－Transit stops
Describe the methods the entity will use to make the facilities accessible

## Transition Plan Elements（cont．）

－Provide a schedule for making the access modifications
－Provide a yearly schedule if the Transition Plan is more than one year long
－Name／position of the official who is responsible for implementing the Transition Plan

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－Draft ADA Transition Plan
－Public M eeting \＃2
－Final ADA Transition Plan
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| Self-Evaluation |
| :--- |
| Facilities to be Evaluated <br> - Transit Stops <br> - 360 <br>  <br>  <br>  <br> Kimley»Horn Anccessology |



## Sample Transit Stop Issues

- Transit stop (route information) signage not compliant
- No boarding and alighting area
- Improperly sized boarding and alighting area
- Boarding and alighting area running slope $>2 \%$
- Boarding and alighting area transition at connection to curb is $>1 / 4^{\prime \prime}$
- No clear spaces next to benches

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Transit Stop Improvement


Online Form Comments

| Name: | Email: | Phone number: | Location of stop or nearest intersection | Route number: | Selection of issues | Where are the pedestrian attractors that the RTC may need to know about, such as group homes or doctor's offices? | Is there anything else you'd like to share with the RTC as it updates its ADA Transition Plan? | Kimley-Horn Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Susan Pacey-Field | spaceyfi5@yahoo.com | 7753783966 | Dolomite and E 9th | 2 | Narrow sidewalk | Senior center. West hills | Please keep the large Access vans. The new Brightstar vans are difficult if not impossible for many of us to get on and off. | We will add transit stop 1946 to the list of stops for data collection. |
| Barbara Deavers | Barbdeavers5@gmail.com | 1-775-420-0907 | W 7th and James | 4 | No bench |  | 1. The ADA area needs to be broaden in the North Valleys, Spanish Springs and South Reno to keep up with the spread of these groups. 2. More benches are <br> Needed to allow the Senior and disabled community more comfort. I get tired Of seeing people with canes and walkers standing waiting for their bus. I know Of 7 bus stops on 7 th alone without a bench. I realize this would be a long time Goal. | Benches are not required by ADA. We will add transit stop 210 to the list of transit stops for data collection. |
| Mark Tadder | Mtadder@gmail.com | 7752256881 | RTC Bus stations. 4th and evans, centennial Plaza, Meadowood mall. All bus stop locations in each transit center |  | None of the bus stops in all three of the transit center stations within Washoe County have tactile or braille signage as is required in policy specified by the ADA and other disability civil rights laws. Blind people and people with low vision have no way of knowing where the correct place to find the spot to wait for their needed bus. There is also no tactile way for a person using non-visual navigation techniques to independently determine where the stops would be with tactile, online or recorded information, to be able to determine this information before arriving at the station. Apparently the stops have large numbers painted at the tops of large round poles, and very likely is visually appealing, but useless as it is mearly a decorative addition without any navigational help for people who can not see it. There are hundreds if not thousands of blind and low vision riders in this community who have very few other options for transportation other than RTC Washoe and this issue has been presented to RTC Staff for more then 3 years yet it remains un-addressed. |  |  |  |
| Joan Echeverria | JoanEcheveria@gmail.com |  |  |  |  | Moving from 4th \& Wells to Kirman \& Kuenzli after 16 years living at Plaza at 4th St.-could no longer tolerate 4th St or Plaza construction. 4th \& Wells "flashing light" ignored | Please let me know via email if you plan on any major overhauls to Renown area (Routes 13, 12, <br> 18). Can't live through another project. |  |

Public Comments and Comments from Bus Drivers

| \# | Location of stop or nearest intersection: | Route number: | Comments | Kimley-Horn Notes |
| :---: | :---: | :---: | :---: | :---: |
| 1 | York Way and 4th Street (OB) | 2 | Narrow sidewalks and parked cars keep bus from getting close to the curb. | These transit stops will be added to the list of transit stops for data collection. Transit stops 91 and 821. |
| 2 | Virginia Street at Walgreens (OB) | SS | Narrow sidewalks and parked cars keep bus from getting close to the curb. | The RTC directed us to not collect data along the Sierra Spirit route. Data will not be collected at this location. |
| 3 | Arlington and Reno (OB) | 6 | Trees | We will add this to the list of stops for data collection. Transit stop 331. |
| 4 | Brinkby Avenue and Lakeside Drive (OB) | 6 | Need space for wheelchairs and walkers. | We will add this to the list of stops for data collection. Transit stop 288. |
| 5 | Target Stop (IB and OB) | 56 | Not wheelchair friendly. | We believe these stops are at Sierra Center Parkway and Sierra Town Center. We will add these to the list of stops for data collection. Transit stops 1652 and 1658. |
| 6 | 4th Street Station | INTERCITY | The curb is too high to put out ramp when parked at 4SS with the INTERCITY bus. |  |
| 7 | Silverlake/Stead Boulevard (Dollar Store) (OB) | 7 | Has small pad for wheelchairs, need to fill in with concrete. | We believe these stops are at Stead Boulevard and Sagewood Drive. We will add these to the list of stops for data collection. Transit stops 364 and 280. |
| 8 | Plumb and Harvard (OB) | 13 | Shelter | Shelters are not required by ADA at transit stops. We will add this to the list of stops for data collection. Transit stop 451. |
| 9 | Vassar and Kirman (IB) | 13 | Bad location - chairs? | We will add this to the list of stops for data collection. Transit stop 610. |
| 10 | 6th Street and Sutro Street | 11, 5, 15 | Huge dip at bus stop limited room to load passengers | We believe this is the stop at Sutro Street and 7th Street. We will add this to the list of stops for data collection. Transit stop 270. |
| 11 | Yori Way and Mill Street | 14 | No room for wheel chairs. | We will add this to the list of stops for data collection. Transit stop 642. |
| 12 | Sharlands and Robb Drive |  | No sidewalk. | We will add this to the list of stops for data collection. Transit stop 1674. |
| 13 | South Meadows Parkway west of Double Diamond Parkway |  | A shelter would help. | We believe this location is South Meadows Parkway and Evergreen Street. Shelters are not required by ADA at transit stops. We will add these to the list for data collection. Transit stops 1464 and 2011. |
| 14 | Bluestone Bus Shelter |  |  | Shelters are not required by ADA at transit stops. There are four stops along Bluestone. We will add these to the list of transit stops for data collection. Transit stops 1477, 1449, 1450, and 1476. |

Public Comments and Comments from Bus Drivers

| \# | Location of stop or nearest intersection: | Route number: | Comments | Kimley-Horn Notes |
| :---: | :---: | :---: | :---: | :---: |
| 15 | Lincoln Way Bus Shelter (Lincoln Way, east of Sparks Blvd) |  |  | Bus shelters are not required by ADA. We will add this stop to the list of stops for data collection. Transit stop 1208. |
| 16 | Sun Valley and 8th Ave |  | Not sure the stop exists | This transit stop appears to exist based on Google Earth Street view. We will add this stop to the list of stops for data collection. Transit stop 1889. |
| 17 | 8th Ave and Lupin Drive |  | Bad and aggrivating | We will add this stop to the list of stops for data collection. Transit stop 1895. |
| 18 | Longley between McCarran and Colbert |  | Missing | There is not a transit route along this section of roadway. |
| 19 | 6th Street between Wells Ave and Valley Road |  | No wheel chair clearance. Stops appear OK. | We will add these transit stops to the list of stops for data collection. Transit stops 7512, 7570, 7513, 7571, and 7569. |
| 20 | 2nd and Kirman |  | wheelchair clearance (guidewires and electric poles) | We will add these transit stops to the list of stops for data collection. Transit stops 1564, 1573, 440, and 1574. |
| 21 | York Way east of Pyramid Way |  | Spalding sidewalk. | This transit stop will be added to the list of transit stops for data collection. Transit stop 90. |
| 22 | McCarran and Kietzke |  | Stop is far away from destination. | N/A |
| 23 | 4th Street Station |  | There are too many driveways. | N/A |
| 24 | 4th Street Station |  | Consider microlocation. | N/A |
| 25 | Washington Street and 7th Street |  | Curb ramps do not align. | N/A |
| 26 | Evans Avenue and 9th Street |  | There could be an issue with the pedestrian crossing. | N/A |
| 27 | Evans Avenue and Highland Avenue |  | Transit stops were located with construction and there is no way for people to find them. | N/A |
| 28 | Highland Ave and Valley Rd |  | Pedestrian crossings are on a crest vertical curve. I see many near misses. | N/A |
| 29 | Valley Road north of I-80 |  | Consider shifting the location because of the vertical curve. | N/A |
| 30 | UNR |  | There is confusion between the RIDE stops and the shuttle for UNR. | N/A |

Public Comments and Comments from Bus Drivers

| \# | Location of stop or nearest intersection: | Route number: | Comments | Kimley-Horn Notes |
| :---: | :---: | :---: | :---: | :---: |
| 31 | UNR |  | UNR area should be a priority. | The RTC noted that transit stops along North Virginia Street that are close to the university are planned for improvements with the BRT project. Data will not be collected here. |
| 32 | East 9th Street |  | Along East 9th Street there are transit stops and no crosswalks. | N/A |
| 33 | Wells, near the VA homeless program |  | There is a VA homeless program near a shopping center. | We are unsure of which stop this comment is referring to. We were unable to find a VA office with a Wells Avenue address. |
| 34 | Raleigh Heights |  | Low income housing. | There is not a transit route in this area. |
| 35 | Neil Road and Parkview Street |  | Low income housing. | We will add these transit stops to the list of stops for data collection. Transit stops 458 and 464. |
| 36 | 2nd and Kirman |  | wheelchair clearance (guidewires and electric poles) | We will add these transit stops to the list of stops for data collection. Transit stops 1564, 1573, 440, and 1574. |
| 37 | 8th Ave and Lupin Drive |  | Wheelchair access. | These transit stops will be added to the list of transit stops for data collection. Transit stop 252. |
| 38 | 6th Ave and Lupin Drive |  | Wheelchair access. | These transit stops will be added to the list of transit stops for data collection. Transit stop 1895. |
| 39 | 8th Ave and Lupin Drive |  | No sidewalk, no boarding and alighting area, no curb for ramp | These transit stops will be added to the list of transit stops for data collection. Transit stop 252. |
| 40 | Spanish Springs |  | We need a bus to Spanish Springs. Pyramid/David James | N/A |
| 41 | Bluestone |  | No sidewalk, narrow sidewalk, clearance issues, no boarding and alighting area | We will add these transit stops to the list of stops for data collection. Transit stops 1477, 1449, 1450, and 1476. |
| 42 | Wells and 6th Street |  | Sidewalk has overhead sign, wheelchair access | We will add these transit stops to the list of stops for data collection. Transit stops 7569 and 7513. |



| PR:\| M Nail:S|| A1:DEA||MCOSS |  |  |  | RTC |
| :---: | :---: | :---: | :---: | :---: |
| Name | High | Medium | Low | Total |
| $4^{\text {th }}$ Street Station | \$0 | \$23,490 | \$20,689 | \$44,179 |
| 6th Street Bus Storage | \$0 | \$0 | \$10,125 | \$10,125 |
| Centennial Plaza | \$0 | \$22,680 | \$29,329 | \$52,009 |
| ACCESS M aintenance Facility | \$21,060 | \$35,303 | \$57,087 | \$113,450 |
| RIDE M aintenance Facility | \$19,980 | \$1,958 | \$88,965 | \$110,903 |
| Administration Offices | \$270 | \$139,403 | \$23,760 | \$163,433 |
| TOTAL | \$41,310 | \$222,834 | \$229,955 | \$494,099 |



| S:HaAlUAONANDNES |  |  |  |
| :---: | :---: | :---: | :---: |
|  | Compliant | Non-Compliant | To be Developed by the RTC |
| ADA Grievance (Section 508) |  |  | X |
| Non-Discrimination Assurances |  | X |  |
| ADA Public Notice |  |  | X |
| Alternate Format Policy |  |  | X |
| Effective Communication Efforts |  |  | X |
| Purchasing Policies |  |  | X |
| ADA Transition Plan Update Policy |  |  | X |
| Employment Practices |  | X |  |
| Job Descriptions |  | X |  |
| Emergency M anagement Plan |  | X |  |


|  | Compliant | Non-Compliant | To be Developed <br> by the RTC |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
|  |  |  |  | RTC |



## PANEISOPISS:S

Based on the 7 ' mounting heightofthe sign, the charactersdo notmeetthe 2" minimum characterheightrequirementwiththe exception ofthe "BUSSTO P" textin the centerofthe RIDE and REG IO N ALCO N N ECTO Rsigns.

| PR:IMNATESMAIDIRANISOPCOSS |  |  |
| :---: | :---: | :---: |
| Priority | Estimated Cost of Improvements | Proportion of Total Estimated Cost |
| 1 | \$309,300 | 27.0\% |
| 2 | \$748,800 | 65.3\% |
| 3 | \$17,200 | 1.5\% |
| 4 | \$71,800 | 6.3\% |
| 5 | \$ - |  |
| Total | \$1,147,100 | 100.0\% |




Live the life you want.

February 12, 2019
The National Federation of the Blind of Northern Nevada, a Chapter of the largest and oldest organization of blind people in the United States is made up of regular Transit riders within the RTC fixed ride system. Our Chapter is grateful for the recent improvements made to the system including on bus stop announcements, funding of the NEXT BUS application and RTCWashoe.com accessibility improvements. However, as dedicated Transit riders we as a group have recommendations that will further improve the network to allow Blind and Low Vision riders to better independently access the fixed ride service in Washoe county.

1. Add Braille and Tactile Navigation Signs to all $4^{\text {th }}$ Street and Centennial Plaza Transit Stations Bus stop Locations.
2. Add Accessible Transit Station descriptions including Audio and HTML or similar text to RTCwashoe.com to allow Blind and low vision riders to transfer independently when arriving at a station.
3. Add written description of system wide Bus Stop locations to websites and transits apps such as Moovlt and Google Maps. Many Bus stop locations are challenging to find as they are often a considerable distance from intersections.
4. Add some form of uniquely identifiable marking or band around bus stop poles.

The use of the square pole with a large variety of road signs, and the inconsistent use of other identifiable transit stop equipment including attached trash containers, benches or bus shelters makes determining where a transit stop is located difficult if not impossible.
5. Provide ongoing driver training to both understand the important role of a trained guide dog when used by a Blind rider, and also to be able to distinguish a nontrained animal and possibly refuse access when appropriate. Non-trained dogs being presented as service animals can be a danger to Blind riders with trained Service Dogs as they can be distracted by poorly managed riders pets causing injury to Blind riders or their trained service animal.

Mark Tadder<br>President<br>NFB of Northern Nevada

## APPENDIX C

FACILITY MAPS



## [ADA Transition Plan

## APPENDIX D

## Transit Stop Facility Reports

## Regional Transportation Commission of Washoe County ADA Self-Evaluation and Transition Plan Transit Stop Projection Summary <br> 2/11/2019

| GPS ID | Project Name | Cost Projection |  | Priority |
| :---: | :---: | :---: | :---: | :---: |
| 14 | S Virginia Street ~ West (North of Peppermill Lane) | \$ | 4,900 | 1 |
| 15 | S Virginia Street ~ West (North of Brinkby Avenue) | \$ | 1,400 | 1 |
| 23 | Neil Road ~ West (South of E Peckham Lane) | \$ | 3,800 | 2 |
| 26 | Neil Road ~ West (South of S McCarran Boulevard) | \$ | 4,700 | 2 |
| 28 | Neil Road ~ West (North of Meadow Wood Lane) | \$ | 4,400 | 2 |
| 32 | Neil Road ~ East (North of Meadow Wood Lane) | \$ | 700 | 4 |
| 34 | Neil Road ~ East (South of S McCarran Boulevard) | \$ | 4,700 | 2 |
| 35 | Neil Road ~ East (South of Catalina Drive) | \$ | 1,300 | 4 |
| 36 | Neil Road ~ East (South of Filbert Road) | \$ | 4,100 | 2 |
| 37 | Neil Road ~ East (South of E Peckham Lane) | \$ | 4,700 | 1 |
| 45 | S Virginia Street ~ East (South of Hubbard Way) | \$ | 5,400 | 2 |
| 46 | S Virginia Street ~ East (North of W Grove Street) | \$ | 4,200 | 2 |
| 62 | Valley Road ~ East (North of E 6th Street) | \$ | 800 | 4 |
| 68 | E 9th Street ~ South (East of N Wells Avenue) | \$ | 3,800 | 2 |
| 69 | E 9th Street ~ South (East of Sutro Street) | \$ | 4,800 | 1 |
| 70 | E 9th Street ~ South (West of Sage Street) | \$ | 4,700 | 1 |
| 72 | E 9th Street ~ South (West of Trident Way) | \$ | 5,000 | 1 |
| 74 | Silverada Boulevard ~ East (North of Tom Sawyer Drive) | \$ | 700 | 4 |
| 77 | Silverada Boulevard ~ East (North of Orchid Way) | \$ | 500 | 4 |
| 78 | Silverada Boulevard ~ East (South of Paradise Drive) | \$ | 4,200 | 2 |
| 79 | Silverada Boulevard ~ East (South of Fantastic Drive) | \$ | 400 | 4 |
| 80 | Greenbrae Drive ~ South (East of El Rancho Drive) | \$ | 700 | 4 |
| 81 | Greenbrae Drive ~ South (West of Sullivan Lane) | \$ | 1,200 | 2 |
| 82 | Greenbrae Drive ~ South (West of 17th Street) | \$ | 4,700 | 2 |
| 83 | Rock Boulevard ~ East (North of Greenbrae Drive) | \$ | 4,200 | 2 |
| 85 | Rock Boulevard ~ East (South of Vance Way) | \$ | 4,200 | 2 |
| 86 | Rock Boulevard ~ East (South of York Way) | \$ | 6,200 | 2 |
| 90 | York Way ~ South (East of Nelson Way) | \$ | 4,700 | 1 |
| 91 | York Way ~ South (West of 4th Street) | \$ | 4,900 | 2 |
| 92 | 4th Street ~ West (South of Richards Way) | \$ | 5,000 | 2 |
| 94 | Greenbrae Drive ~ North (West of 5th Street) | \$ | 4,000 | 2 |
| 98 | York Way ~ North (West of Pyramid Way) | \$ | 1,400 | 4 |
| 100 | York Way ~ North (West of 11th Street) | \$ | 4,700 | 2 |
| 104 | Rock Boulevard ~ West (North of Greenbrae Drive) | \$ | 4,200 | 2 |
| 106 | Greenbrae Drive ~ North (West of Sullivan Lane) | \$ | 4,000 | 2 |
| 107 | Greenbrae Drive ~ North (East of El Rancho Drive) | \$ | 4,800 | 1 |
| 109 | Silverada Boulevard ~ West (South of Paradise Drive) | \$ | 600 | 4 |
| 110 | Silverada Boulevard ~ West (North of Orchid Way) | \$ | 4,700 | 1 |
| 116 | E 9th Street ~ North (East of Manhattan Street) | \$ | 4,000 | 2 |
| 119 | E 9th Street ~ North (East of N Wells Avenue) | \$ | 400 | 4 |
| 121 | Sadleir Way ~ North (East of Valley Road) | \$ | 3,800 | 2 |
| 122 | Valley Road ~ West (North of Highland Avenue) | \$ | 5,000 | 1 |
| 126 | Valley Road ~ West (North of E 6th Street) | \$ | 4,200 | 2 |
| 131 | W 5th Street ~ North (West of N Arlington Avenue) | \$ | 5,000 | 2 |
| 132 | W 5th Street ~ North (West of Ralston Street) | \$ | 400 | 4 |
| 133 | W 5th Street ~ North (East of Washington Street) | \$ | 5,300 | 2 |
| 155 | Robb Drive ~ East (South of W 7th Street) | \$ | 4,000 | 2 |
| 156 | Robb Drive ~ South (East of Everest Drive) | \$ | 1,800 | 1 |
| 157 | Robb Drive ~ West (South of Promontory Drive) | \$ | 1,600 | 3 |
| 162 | Mae Anne Avenue ~ South (East of Sierra Highlands Drive) | \$ | 5,000 | 2 |
| 163 | N McCarran Boulevard ~ East (North of W 7th Street) | \$ | 4,000 | 2 |
| 164 | N McCarran Boulevard ~ East (South of Kings Row) | \$ | 4,100 | 2 |


| GPS ID | Project Name | Cost Projection |  | Priority |
| :---: | :---: | :---: | :---: | :---: |
| 166 | Kings Row ~ South (West of Marne Drive) | \$ | 4,700 | 1 |
| 167 | Kings Row ~ South (East of Apollo Way) | \$ | 1,300 | 4 |
| 168 | Kings Row ~ South (West of Wyoming Avenue) | \$ | 4,800 | 1 |
| 169 | Kings Row ~ South (East of Crown Drive) | \$ | 1,300 | 4 |
| 183 | W 5th Street ~ South (West of N Arlington Avenue) | \$ | 1,700 | 4 |
| 195 | W 7th Street ~ North (East of Stoker Avenue) | \$ | 1,300 | 2 |
| 196 | W 7th Street ~ North (East of McDonald Drive) | \$ | 400 | 4 |
| 202 | W 7th Street ~ North (West of Heights Drive) | \$ | 1,600 | 2 |
| 205 | W 7th Street ~ North (East of N McCarran Boulevard) | \$ | 700 | 2 |
| 206 | W 7th Street ~ South (East of N McCarran Boulevard) | \$ | 1,600 | 3 |
| 209 | W 7th Street ~ South (West of Downey Avenue) | \$ | 1,600 | 2 |
| 210 | W 7th Street ~ South (West of James Lane) | \$ | 1,300 | 2 |
| 214 | W 7th Street ~ South (West of McDonald Drive) | \$ | 2,000 | 4 |
| 215 | W 7th Street ~ South (East of Stoker Avenue) | \$ | 1,600 | 2 |
| 217 | W 7th Street ~ South (East of Elgin Avenue) | \$ | 1,800 | 4 |
| 218 | Keystone Avenue ~ West (South of W 5th Street) | \$ | 1,600 | 4 |
| 218 | Keystone Avenue ~ West (South of University Terrace) | \$ | 800 | 4 |
| 228 | Sutro Street ~ East (South of E 9th Street) | \$ | 900 | 2 |
| 229 | Sutro Street ~ East (North of Carville Drive) | \$ | 3,800 | 2 |
| 231 | Sutro Street ~ East (North of Oliver Street) | \$ | 4,000 | 2 |
| 232 | Sutro Street ~ East (North of Timber Way) | \$ | 4,700 | 1 |
| 233 | Sutro Street ~ East (North of Blazing Star Drive) | \$ | 4,400 | 2 |
| 236 | Sun Valley Boulevard ~ East (South of Rampion Way) | \$ | 4,200 | 2 |
| 243 | Sun Valley Boulevard ~ East (North of E 7th Avenue) | \$ | 3,800 | 2 |
| 252 | Lupin Drive ~ West (North of 6th Avenue) | \$ | 3,900 | 1 |
| 253 | Lupin Drive ~ West (North of 5th Avenue) | \$ | 1,600 | 1 |
| 254 | E 5th Avenue ~ North (East of Leon Drive) | \$ | 1,600 | 4 |
| 255 | E 5th Avenue ~ North (East of Sun Valley Boulevard) | \$ | 4,000 | 2 |
| 261 | Sun Valley Boulevard ~ West (North of Dandini Boulevard) | \$ | 1,400 | 4 |
| 262 | Clear Acre Lane ~ West (North of Scottsdale Road) | \$ | 4,000 | 2 |
| 265 | Sutro Street ~ West (South of Timber Way) | \$ | 4,200 | 2 |
| 266 | Sutro Street ~ West (North of Wells Avenue) | \$ | 5,000 | 1 |
| 267 | Sutro Street ~ West (South of Haddock Drive) | \$ | 3,800 | 2 |
| 268 | Sutro Street ~ West (North of Carville Drive) | \$ | 700 | 2 |
| 269 | Sutro Street ~ West (North of E 9th Street) | \$ | 3,800 | 2 |
| 270 | Sutro Street ~ West (North of E 7th Street) | \$ | 4,000 | 2 |
| 280 | Stead Boulevard ~ West (North of Sagewood Drive) | \$ | 3,800 | 1 |
| 281 | E Prater Way ~ South (East of Parlanti Lane) | \$ | 3,800 | 2 |
| 288 | Brinkby Avenue ~ South (East of Plumas Street) | \$ | 1,600 | 3 |
| 290 | Lakeside Drive ~ West (North of Berrum Lane) | \$ | 5,200 | 2 |
| 291 | W Moana Lane ~ South (East of Lakeside Drive) | \$ | 5,000 | 2 |
| 317 | Lakeside Drive ~ East (North of W Moana Lane) | \$ | 4,800 | 1 |
| 318 | Lakeside Drive ~ East (South of Berrum Lane) | \$ | 5,000 | 1 |
| 319 | Lakeside Drive ~ East (North of Robinhood Drive) | \$ | 5,000 | 1 |
| 320 | Brinkby Avenue ~ North (West of Lakeside Drive) | \$ | 1,600 | 3 |
| 321 | Brinkby Avenue ~ North (East of Plumas Street) | \$ | 5,000 | 1 |
| 331 | S Arlington Avenue ~ East (South of St Lawrence Avenue) | \$ | 4,800 | 1 |
| 348 | N Virginia Street ~ East (North of Lovitt Lane) | \$ | 700 | 2 |
| 363 | Stead Boulevard ~ East (North of Silver Lake Road) | \$ | 5,000 | 1 |
| 364 | Stead Boulevard ~ East (South of Sagewood Drive) | \$ | 5,000 | 1 |
| 365 | Stead Boulevard ~ East (South of Ural Street) | \$ | 1,600 | 4 |
| 366 | Stead Boulevard ~ East (South of Cascade Street) | \$ | 800 | 4 |
| 367 | Stead Boulevard ~ East (South of Rocky Mountain Street) | \$ | 500 | 4 |
| 368 | Stead Boulevard ~ East (South of Lear Boulevard) | \$ | 4,300 | 2 |
| 370 | Stead Boulevard ~ East (North of Mt Shasta Street) | \$ | 4,000 | 2 |
| 376 | Echo Avenue ~ North (West of Mt Charleston Street) | \$ | 4,800 | 1 |
| 377 | Echo Avenue ~ North (East of Mt Lola Street) | \$ | 4,800 | 2 |
| 378 | Echo Avenue ~ North (East of Mt Babcock Street) | \$ | 3,800 | 2 |


| GPS ID | Project Name | Cost Projection |  | Priority |
| :---: | :---: | :---: | :---: | :---: |
| 382 | Stead Boulevard ~ West (South of Lear Boulevard) | \$ | 5,100 | 1 |
| 396 | N Virginia Street ~ West (South of Lancaster Drive) | \$ | 400 | 4 |
| 401 | N Virginia Street ~ West (South of Talus Way) | \$ | 3,800 | 2 |
| 408 | W 8th Street ~ North (West of N Virginia Street) | \$ | 5,000 | 2 |
| 434 | Buck Drive ~ South (East of Lemmon Drive) | \$ | 400 | 4 |
| 440 | E 2nd Street ~ South (East of Kirman Avenue) | \$ | 4,500 | 2 |
| 448 | Harvard Way ~ West (South of Vassar Street) | \$ | 1,400 | 4 |
| 450 | Harvard Way ~ West (South of Pedretti Road) | \$ | 1,600 | 3 |
| 451 | Harvard Way ~ West (South of E Plumb Lane) | \$ | 4,100 | 2 |
| 452 | E Grove Street ~ North (West of Harvard Way) | \$ | 1,600 | 4 |
| 458 | Neil Road ~ West (South of E Moana Lane) | \$ | 4,700 | 2 |
| 459 | Neil Road ~ West (South of Mauldin Lane) | \$ | 400 | 4 |
| 460 | Neil Road ~ West (North of Nutmeg Place) | \$ | 4,200 | 2 |
| 461 | Neil Road ~ East (North of E Peckham Lane) | \$ | 3,800 | 2 |
| 462 | Neil Road ~ East (North of Model Way) | \$ | 4,000 | 2 |
| 463 | Neil Road ~ East (South of Nannette Circle) | \$ | 4,200 | 2 |
| 464 | Neil Road ~ East (South of Evelyn Way) | \$ | 4,200 | 2 |
| 482 | Giroux Street ~ East (South of Kuenzli Street) | \$ | 4,100 | 2 |
| 483 | Kuenzli Street ~ North (East of Manuel Street) | \$ | 4,800 | 2 |
| 485 | Kuenzli Street ~ North (East of Locust Street) | \$ | 5,000 | 2 |
| 488 | S Virginia Street ~ West (South of Gentry Way) | \$ | 4,900 | 1 |
| 490 | S Virginia Street ~ West (South of W Peckham Lane) | \$ | 5,000 | 1 |
| 501 | North Hills Boulevard ~ West (North of Golden Valley Road) | \$ | 5,000 | 1 |
| 505 | Neil Road ~ East (North of Delucchi Lane) | \$ | 4,700 | 1 |
| 526 | Victorian Avenue ~ South (West of 16th Street) | \$ | 5,200 | 1 |
| 539 | E Prater Way ~ South (West of Howard Drive) | \$ | 3,800 | 2 |
| 542 | Howard Drive ~ West (South of E Lincoln Way) | \$ | 4,500 | 2 |
| 543 | Nichols Boulevard ~ North (East of McCarran Boulevard) | \$ | 1,500 | 2 |
| 553 | Victorian Avenue ~ North (West of 7th Street) | \$ | 400 | 4 |
| 574 | Prater Way ~ South (East of 7th Street) | \$ | 4,700 | 2 |
| 575 | Prater Way ~ South (West of 4th Street) | \$ | 4,000 | 2 |
| 576 | E Prater Way ~ South (West of Lyyski Street) | \$ | 800 | 4 |
| 577 | E Prater Way ~ South (East of 1st Street) | \$ | 4,500 | 2 |
| 580 | E Prater Way ~ South (East of Pullman Drive) | \$ | 3,800 | 2 |
| 592 | E Prater Way ~ North (West of Station Street) | \$ | 800 | 4 |
| 594 | E Prater Way ~ North (East of Howard Drive) | \$ | 5,000 | 1 |
| 598 | Prater Way ~ North (East of 4th Street) | \$ | 4,700 | 2 |
| 599 | Prater Way ~ North (East of 6th Street) | \$ | 4,700 | 1 |
| 609 | Kirman Avenue ~ West (North of Burns Street) | \$ | 400 | 4 |
| 610 | Kirman Avenue ~ West (North of Vassar Street) | \$ | 4,700 | 2 |
| 613 | Kirman Avenue ~ West (North of Colonial Way) | \$ | 5,000 | 2 |
| 615 | Apple Street ~ South (West of Wrondel Way) | \$ | 4,700 | 2 |
| 620 | E Grove Street ~ North (East of Yori Avenue) | \$ | 1,000 | 2 |
| 621 | Wrondel Way ~ East (North of E Grove Street) | \$ | 4,500 | 2 |
| 627 | Locust Street ~ East (South of Vassar Street) | \$ | 1,100 | 2 |
| 630 | Locust Street ~ East (North of Stewart Street) | \$ | 1,400 | 2 |
| 642 | Mill Street ~ South (East of Yori Avenue) | \$ | 5,000 | 1 |
| 658 | Corporate Boulevard ~ West (South of Wall Street) | \$ | 4,800 | 1 |
| 659 | Capital Boulevard ~ West (North of S Rock Boulevard) | \$ | 3,800 | 2 |
| 663 | Energy Way ~ North (West of Edison Way) | \$ | 4,300 | 2 |
| 664 | Energy Way ~ North (East of Reactor Way) | \$ | 1,400 | 4 |
| 692 | Wedekind Road ~ North (West of Clear Acre Lane) | \$ | 3,800 | 2 |
| 693 | Wedekind Road ~ North (West of Whitfield Way) | \$ | 4,200 | 2 |
| 694 | Wedekind Road ~ North (East of Patton Drive) | \$ | 4,800 | 2 |
| 709 | Keystone Avenue ~ West (South of W 1st Street) | \$ | 1,600 | 1 |
| 710 | Booth Street ~ West (South of Westfield Avenue) | \$ | 400 | 4 |
| 722 | Hunter Lake Drive ~ East (South of Idlewild Drive) | \$ | 4,500 | 2 |
| 723 | Idlewild Drive ~ South (East of Hunter Lake Drive) | \$ | 1,400 | 4 |


| GPS ID | Project Name | Cost Projection |  | Priority |
| :---: | :---: | :---: | :---: | :---: |
| 725 | Idlewild Drive ~ South (West of Booth Street) | \$ | 4,100 | 2 |
| 726 | Booth Street ~ West (South of Idlewild Drive) | \$ | 4,000 | 2 |
| 727 | Keystone Avenue ~ East (North of W 1st Street) | \$ | 5,000 | 1 |
| 728 | Sun Valley Boulevard ~ East (North of El Rancho Drive) | \$ | 1,300 | 4 |
| 737 | Dandini Boulevard ~ South (West of Dandini Boulevard at TMCC) | \$ | 400 | 1 |
| 783 | W 4th Street ~ North (East of Stoker Avenue) | \$ | 400 | 4 |
| 798 | Mira Loma Drive ~ South (West of Boynton Lane) | \$ | 5,300 | 1 |
| 800 | Mira Loma Drive ~ South (West of S McCarran Boulevard) | \$ | 4,700 | 1 |
| 811 | Mira Loma Drive ~ North (West of Boynton Lane) | \$ | 3,800 | 2 |
| 820 | 4th Street ~ East (South of Richards Way) | \$ | 5,000 | 2 |
| 821 | York Way ~ North (West of 4th Street) | \$ | 5,000 | 1 |
| 857 | Pyramid Way ~ East (North of Prater Way) | \$ | 4,900 | 2 |
| 859 | Greenbrae Drive ~ South (West of 5th Street) | \$ | 4,700 | 1 |
| 872 | Springland Drive ~ East (South of Shady Oak Drive) | \$ | 800 | 4 |
| 886 | Pyramid Way ~ West (North of K Street) | \$ | 6,400 | 1 |
| 887 | Pyramid Way ~ West (North of H Street) | \$ | 4,800 | 2 |
| 909 | Northtowne Lane ~ West (North of Lund Lane) | \$ | 4,800 | 1 |
| 911 | Wedekind Road ~ North (East of Silverada Boulevard) | \$ | 4,800 | 2 |
| 919 | S Wells Avenue ~ West (North of Burns Street) | \$ | 5,000 | 1 |
| 920 | S Wells Avenue ~ East (North of Cheney Street) | \$ | 1,400 | 4 |
| 929 | Commerce Street ~ East (South of Merchant Street) | \$ | 1,300 | 4 |
| 930 | Merchant Street ~ North (West of Exchange Street) | \$ | 4,800 | 2 |
| 941 | Greenbrae Drive ~ South (West of El Rancho Drive) | \$ | 4,700 | 2 |
| 958 | W 4th Street ~ North (West of Twin Lakes Drive) | \$ | 1,600 | 4 |
| 964 | Clear Acre Lane ~ East (South of Crystal Lane) | \$ | 1,600 | 2 |
| 965 | Clear Acre Lane - West (South of Crystal Lane) | \$ | 5,000 | 1 |
| 973 | Mae Anne Avenue ~ North (West of N McCarran Boulevard) | \$ | 4,800 | 2 |
| 981 | Mae Anne Avenue ~ South (East of Ambassador Drive) | \$ | 600 | 4 |
| 1025 | Mira Loma Drive ~ North (East of Caballo Drive) | \$ | 4,700 | 2 |
| 1058 | Nichols Boulevard ~ North (West of N McCarran Boulevard) | \$ | 1,400 | 2 |
| 1059 | Nichols Boulevard ~ West (South of Spring Villas Dr) | \$ | 5,000 | 2 |
| 1080 | Pyramid Way ~ East (North of I Street) | \$ | 4,700 | 1 |
| 1088 | Orovada Street ~ South (East of Silverada Boulevard) | \$ | 400 | 4 |
| 1089 | Orovada Street ~ North (East of Silverada Boulevard) | \$ | 4,700 | 1 |
| 1097 | S McCarran Boulevard ~ North (East of Kietzke Lane) | \$ | 5,600 | 2 |
| 1106 | Capital Boulevard ~ West (North of S Rock Boulevard) | \$ | 3,800 | 2 |
| 1192 | Kietzke Lane ~ West (North of Redfield Parkway) | \$ | 5,200 | 1 |
| 1199 | S McCarran Boulevard ~ North (West of Longley Lane) | \$ | 1,900 | 1 |
| 1208 | E Lincoln Way ~ North (East of Boxington Way) | \$ | 3,800 | 2 |
| 1210 | Sky Mountain Drive ~ East (North of Summit Ridge Drive) | \$ | 400 | 4 |
| 1214 | Sky Valley Drive ~ West (South of Sandyhill Lane) | \$ | 3,800 | 2 |
| 1258 | Golden Valley Road ~ West (South of North Hills Boulevard) | \$ | 1,000 | 4 |
| 1263 | W 7th Street ~ North (West of N McCarran Boulevard) | \$ | 1,600 | 3 |
| 1270 | W 7th Street ~ North (East of Robb Drive) | \$ | 700 | 4 |
| 1271 | North Hills Boulevard ~ North (West of Golden Valley Road) | \$ | 1,400 | 1 |
| 1287 | W 7th Street ~ North (West of Sierra Highlands Drive) | \$ | 4,800 | 2 |
| 1313 | Kirman Avenue ~ West (North of Kuenzli Street) | \$ | 3,800 | 2 |
| 1332 | Sutro Street ~ East (North of E 4th Street) | \$ | 1,600 | 2 |
| 1339 | Wedekind Road ~ South (West of Montello Street) | \$ | 3,900 | 2 |
| 1344 | Wedekind Road ~ South (East of Silverada Boulevard) | \$ | 4,200 | 2 |
| 1346 | Northtowne Lane ~ East (North of Lund Lane) | \$ | 4,100 | 2 |
| 1347 | El Rancho Drive ~ East (North of McCarran Boulevard) | \$ | 400 | 4 |
| 1356 | El Rancho Drive ~ West (North of McCarran Boulevard) | \$ | 4,100 | 2 |
| 1365 | W 7th Street ~ North (West of Washington Street) | \$ | 1,300 | 4 |
| 1374 | W 7th Street ~ South (East of Keystone Avenue) | \$ | 4,700 | 1 |
| 1380 | Kuenzli Street ~ North (East of Kirman Avenue) | \$ | 5,000 | 2 |
| 1412 | S Virginia Street ~ West (North of Meadowood Mall Way) | \$ | 400 | 4 |
| 1413 | Prater Way ~ South (West of Marian Way) | \$ | 4,700 | 2 |


| GPS ID | Project Name | Cost Projection |  | Priority |
| :---: | :---: | :---: | :---: | :---: |
| 1430 | McCarran Boulevard ~ South (East of Home Gardens Drive) | \$ | 3,000 | 4 |
| 1435 | N Arlington Avenue ~ West (South of W 2nd Street) | \$ | 400 | 4 |
| 1438 | S Arlington Avenue ~ West (North of La Rue Avenue) | \$ | 1,400 | 4 |
| 1439 | W Plumb Lane ~ South (East of S Arlington Avenue) | \$ | 3,800 | 2 |
| 1441 | W Moana Lane ~ South (West of Grant Drive) | \$ | 6,600 | 1 |
| 1442 | W Moana Lane ~ South (West of Baker Lane) | \$ | 4,700 | 2 |
| 1449 | Bluestone Drive ~ West (North of Craigmont Drive) | \$ | 4,800 | 2 |
| 1450 | Bluestone Drive ~ West (North of Portman Avenue) | \$ | 5,000 | 2 |
| 1451 | Offenhauser Drive ~ West (South of Portman Avenue) | \$ | 4,700 | 2 |
| 1452 | Offenhauser Drive ~ West (North of E Holcomb Lane) | \$ | 2,000 | 1 |
| 1454 | Gateway Drive ~ West (North of Prototype Drive) | \$ | 4,700 | 2 |
| 1455 | Prototype Drive ~ East (North of Gateway Drive) | \$ | 700 | 4 |
| 1461 | Double Diamond Parkway ~ West (South of Trademark Drive) | \$ | 3,800 | 2 |
| 1463 | Double Diamond Parkway ~ West (North of South Meadows Parkway) | \$ | 4,800 | 2 |
| 1464 | South Meadows Parkway ~ North (East of Evergreen Street) | \$ | 5,000 | 1 |
| 1465 | South Meadows Parkway ~ North (East of Truckee Meadows Place) | \$ | 3,800 | 2 |
| 1467 | South Meadows Parkway ~ North (West of Prairie Dog) | \$ | 1,600 | 3 |
| 1474 | Offenhauser Drive ~ East (West of Hillview Terrace Apartments) | \$ | 5,000 | 2 |
| 1475 | Offenhauser Drive ~ East (North of Hillview Terrace Apartments) | \$ | 5,000 | 1 |
| 1476 | Bluestone Drive ~ East (North of Portman Avenue) | \$ | 1,400 | 1 |
| 1477 | Bluestone Drive ~ East (South of E Huffaker Lane) | \$ | 5,000 | 2 |
| 1479 | Kietzke Lane ~ East (North of Redfield Parkway) | \$ | 5,000 | 2 |
| 1480 | Kietzke Lane ~ South (East of S Virginia Street) | \$ | 700 | 4 |
| 1489 | S Arlington Avenue ~ East (North of La Rue Avenue) | \$ | 3,800 | 2 |
| 1504 | Mayberry Drive ~ North (East of Hunter Lake Drive) | \$ | 4,500 | 2 |
| 1505 | Hunter Lake Drive ~ East (South of California Avenue) | \$ | 1,100 | 4 |
| 1514 | Sparks Boulevard ~ West (South of Express Street) | \$ | 3,800 | 2 |
| 1542 | Sky Valley Drive ~ East (East of Southridge Apartments) | \$ | 4,000 | 2 |
| 1555 | Robb Drive ~ South (East of Sharlands Avenue) | \$ | 2,200 | 3 |
| 1557 | Robb Drive ~ East (South of Bankside Way) | \$ | 1,300 | 2 |
| 1559 | Robb Drive ~ East (South of Mae Anne Avenue) | \$ | 5,000 | 2 |
| 1564 | Kirman Avenue ~ West (South of Aitken Street) | \$ | 5,000 | 1 |
| 1565 | Kirman Avenue ~ West (North of Curti Drive) | \$ | 4,800 | 2 |
| 1568 | E Grove Street ~ South (West of Kietzke Lane) | \$ | 4,700 | 2 |
| 1571 | Locust Street ~ East (South of Colorado River Boulevard) | \$ | 1,400 | 2 |
| 1573 | Kirman Avenue ~ East (North of Aitken Street) | \$ | 4,000 | 2 |
| 1574 | Kirman Avenue ~ East (South of Kuenzli Street) | \$ | 1,300 | 4 |
| 1579 | Sutro Street ~ West (South of E 4th Street) | \$ | 5,000 | 2 |
| 1581 | W 7th Street ~ North (West of N McCarran Boulevard) | \$ | 1,400 | 4 |
| 1582 | N Arlington Avenue ~ West (South of W 4th Street) | \$ | 4,000 | 2 |
| 1596 | Silverada Boulevard ~ West (North of Carville Drive) | \$ | 600 | 4 |
| 1598 | W 4th Street ~ North (East of Edwards Way) | \$ | 3,800 | 2 |
| 1601 | Meadowood Mall Circle ~ South (East of S Virginia Street) | \$ | 4,700 | 1 |
| 1612 | Corporate Boulevard ~ West (North of Capital Boulevard) | \$ | 3,800 | 2 |
| 1613 | Rock Boulevard ~ West (North of Prospect Avenue) | \$ | 4,200 | 2 |
| 1614 | Merchant Street ~ North (East of Sullivan Lane) | \$ | 4,400 | 1 |
| 1615 | W 5th Street ~ South (West of Bell Street) | \$ | 3,800 | 2 |
| 1629 | E 6th Street ~ North (East of Record Street) | \$ | 700 | 4 |
| 1630 | S McCarran Boulevard ~ South (East of Kietzke Lane) | \$ | 700 | 4 |
| 1637 | South Meadows Parkway ~ South (East of Gateway Drive) | \$ | 5,000 | 1 |
| 1638 | Double R Boulevard ~ West (South of Renown) | \$ | 4,800 | 2 |
| 1642 | Double R Boulevard ~ West (East of Legacy Wealth) | \$ | 4,800 | 2 |
| 1643 | Double R Boulevard ~ West (North of Double Diamond Parkway) | \$ | 5,000 | 2 |
| 1644 | Damonte Ranch Parkway ~ North (West of Old Virginia Road) | \$ | 1,600 | 3 |
| 1645 | S Virginia Street ~ East (North of Damonte Ranch Parkway) | \$ | 500 | 4 |
| 1652 | Sierra Center Parkway ~ West (East of Sierra Town Center) | \$ | 4,700 | 2 |
| 1653 | Sierra Center Parkway ~ West (North of Maestro Drive) | \$ | 4,800 | 2 |
| 1655 | Sierra Center Parkway ~ South (West of Longley Lane) | \$ | 4,100 | 2 |


| GPS ID | Project Name | Cost Projection |  | Priority |
| :---: | :---: | :---: | :---: | :---: |
| 1657 | Sierra Center Parkway ~ Eash (North of Maestro Drive) | \$ | 4,100 | 2 |
| 1658 | Sierra Center Parkway ~ East (West of Intuit Entrance) | \$ | 5,000 | 2 |
| 1674 | Sharlands Avenue ~ North (West of Robb Drive) | \$ | 15,600 | 1 |
| 1676 | Sharlands Avenue ~ North (East of Avenida de Landa) | \$ | 5,000 | 1 |
| 1680 | N Arlington Avenue ~ East (North of W 2nd Street) | \$ | 4,000 | 2 |
| 1720 | Sky Vista Parkway ~ North (West of Lemmon Drive) | \$ | 700 | 3 |
| 1721 | Sky Vista Parkway ~ South (West of Lemmon Drive) | \$ | 5,300 | 1 |
| 1724 | Silver Lake Road ~ North (West of Sky Vista Parkway) | \$ | 2,600 | 1 |
| 1725 | Silver Lake Road ~ South (West of Sky Vista Parkway) | \$ | 4,000 | 2 |
| 1726 | Silver Lake Road ~ North (West of Flatland Drive) | \$ | 4,800 | 2 |
| 1727 | Silver Lake Road ~ South (West of Gulf Stream Lane) | \$ | 400 | 4 |
| 1728 | Silver Lake Road ~ North (West of Silver Sky Parkway) | \$ | 400 | 4 |
| 1729 | Silver Lake Road ~ South (West of Silver Sky Parkway) | \$ | 1,600 | 2 |
| 1731 | Silver Lake Road ~ South (East of Stead Boulevard) | \$ | 1,600 | 2 |
| 1732 | Echo Avenue ~ North (West of Mt Babcock Street) | \$ | 5,000 | 2 |
| 1734 | Echo Avenue ~ North (West of Industry Circle) | \$ | 5,000 | 2 |
| 1735 | Echo Avenue ~ North (East of Moya Boulevard) | \$ | 800 | 4 |
| 1737 | Moya Boulevard ~ West (South of Echo Avenue) | \$ | 900 | 1 |
| 1775 | E Greg Street ~ North (East of Linda Way) | \$ | 4,900 | 1 |
| 1821 | S Wells Avenue ~ East (North of Capitol Hill Avenue) | \$ | 1,600 | 4 |
| 1823 | Corporate Boulevard ~ West (North of Equity Avene) | \$ | 1,400 | 2 |
| 1824 | S Wells Avenue ~ West (South of Thoma Street) | \$ | 400 | 4 |
| 1825 | Vassar Street ~ North (West of Terminal Way) | \$ | 4,200 | 2 |
| 1826 | Vassar Street ~ North (West of Market Street) | \$ | 5,000 | 2 |
| 1854 | Stead Boulevard ~ West (North of Cascade Street) | \$ | 700 | 4 |
| 1871 | Financial Boulevard ~ East (North of Equity Avenue) | \$ | 3,800 | 2 |
| 1889 | E 8th Avenue ~ South (East of Sun Valley Boulevard) | \$ | 3,900 | 1 |
| 1895 | E 8th Avenue ~ South (West of Lupin Drive) | \$ | 1,200 | 1 |
| 1897 | York Way ~ South (West of 11th Street) | \$ | 1,500 | 4 |
| 1904 | Nichols Boulevard ~ South (South of Spring Villas Dr) | \$ | 4,200 | 2 |
| 1906 | Nichols Boulevard ~ South (West of Howard Drive) | \$ | 4,200 | 2 |
| 1907 | Howard Drive ~ East (South of E Lincoln Way) | \$ | 700 | 4 |
| 1908 | E Lincoln Way ~ South (West of Harbour Cove Drive) | \$ | 400 | 4 |
| 1912 | George Farris Drive ~ North (East of Legends Bay Drive) | \$ | 700 | 2 |
| 1913 | N Virginia Street ~ East (South of Golden Valley Road) | \$ | 700 | 3 |
| 1935 | Sadleir Way ~ South (East of Valley Road) | \$ | 4,200 | 2 |
| 1937 | E Plumb Lane ~ North (West of Yori Avenue) | \$ | 1,600 | 4 |
| 1938 | E Plumb Lane ~ North (East of Locust Street) | \$ | 500 | 4 |
| 1939 | S Wells Avenue ~ East (South of Casazza Drive) | \$ | 1,400 | 4 |
| 1940 | E Plumb Lane ~ South (East of Locust Street) | \$ | 5,000 | 2 |
| 1941 | E Plumb Lane ~ South (West of Yori Avenue) | \$ | 4,700 | 1 |
| 1946 | E 9th Street ~ North (East of Dolomite Circle) | \$ | 800 | 4 |
| 1948 | S Virginia Street ~ West (South of Hillcrest Drive) | \$ | 3,800 | 2 |
| 1949 | S Virginia Street ~ West (North of W Peckham Lane) | \$ | 400 | 4 |
| 1950 | S Virginia Street ~ East (South of W Peckham Lane) | \$ | 400 | 4 |
| 1951 | S Virginia Street ~ East (North of Cadillac Place) | \$ | 400 | 4 |
| 1958 | Victorian Avenue ~ South (West of 4th Street) | \$ | 4,000 | 2 |
| 1959 | E Victorian Avenue ~ South (East of Stanford Way) | \$ | 4,200 | 2 |
| 1987 | North Hills Boulevard ~ East (North of Beckwourth Drive) | \$ | 14,600 | 1 |
| 1988 | North Hills Boulevard ~ West (North of Beckwourth Drive) | \$ | 5,000 | 2 |
| 1991 | S Virginia Street ~ East (North of Meadowood Mall Way) | \$ | 400 | 4 |
| 1999 | George Farris Drive ~ South (East of Legends Bay Drive) | \$ | 3,800 | 2 |
| 2001 | Raggio Parkway ~ North (West of TMCC Rear Entrance Roundabout) | \$ | 4,800 | 1 |
| 2009 | S Meadows Parkway ~ South (East of Lauren Court) | \$ | 4,000 | 2 |
| 2010 | S Meadows Parkway ~ South (East of Prairie Dog) | \$ | 3,800 | 2 |
| 2011 | S Meadows Parkway ~ South (West of Evergreen Street) | \$ | 5,000 | 1 |
| 2012 | Double Diamond Parkway ~ East (North of S Meadows Parkway) | \$ | 4,000 | 2 |
| 2013 | Double Diamond Parkway ~ East (North of Sandhill Road) | \$ | 4,100 | 2 |




| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ | $\times$ | Remove and replace boarding area |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area | X |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | X | Fix connection transition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25{ }^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25"' |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | $\times$ | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than $30^{\prime \prime \prime}$ |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30"' |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |



## Comment:

There are two existing transit stops at this location with the same ID. The stop including the shelter has been evaluated

## Opinion of Probable Construction Cost Disclaimer

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 14 S Virginia Street $\sim$ West (North of Peppermill Lane)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ | $\times$ | Remove and replace boarding area |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area | X |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction (>0.25') in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than $0.25{ }^{\prime \prime}$ |  |  |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48"' |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25{ }^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25"' |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | $\times$ | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than $30^{\prime \prime \prime}$ |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30"' |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |

Kimley-Horn and Associates, Inc. S Virginia Street ~ West (North of Brinkby Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Shelter/Clear Space


Transit Stop Signage

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

[^3]


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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" | X |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ | X | Remove and replace boarding area |
| Boarding area cross slope is greater than adjacent street grade |  | Remove and replace boarding area |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25"' |  |  |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48"] |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25$ ") in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25{ }^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30" |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |



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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 36 Neil Road ~ East (South of Filbert Road)



## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



## Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 45 S Virginia Street ~ East (South of Hubbard Way)

Kimley-Horn and Associates, Inc. S Virginia Street ~ East (North of W Grove Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Valley Road ~ East (North of E 6th Street)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 62 Valley Road ~ East (North of E 6th Street)

Kimley-Horn and Associates, Inc. E 9th Street ~ South (East of N Wells Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 68 E 9th Street $\sim$ South (East of N Wells Avenue)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ |  | Remove and replace boarding area |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area | X |  |
|  |  |  |
|  |  |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | X | Fix connection transition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30" |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48"' |  |  |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |

Kimley-Horn and Associates, Inc. E 9th Street ~ South (East of Sutro Street)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" | X |  |
| Boarding area width is less than 60" |  |  |
| Boarding area cross slope is greater than adjacent street grade |  | Remove and replace boarding area |
|  |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.255^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | X | Fix connection transition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25{ }^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | $\times$ | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than $30^{\prime \prime}$ |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |


| Kimley-Horn and Associates, Inc. | ( ${ }^{\text {a }}$ (reet ~ South (West or Sage Street) |
| :---: | :---: |



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 70 E 9th Street ~ South (West of Sage Street)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than $96{ }^{\prime \prime}$ | X | Remove and replace boarding area |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ | X |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area | X |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction (>0.25") in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | $\times$ | Fix connection transition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25"' |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
|  |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30" |  | Remove and replace clear space |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than 2\% | X |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48"' |  |  |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 72 E 9th Street $\sim$ South (West of Trident Way)



Boarding/Alighting Area


Shelter/Clear Space

Silverada Boulevard ~ East (North of Tom Sawyer Drive)


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 74 Silverada Boulevard ~East (North of Tom Sawyer Drive)




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Kimley-Horn and Associates, Inc. Silverada Boulevard ~ East (South of Paradise Drive)
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Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 78 Silverada Boulevard ~ East (South of Paradise Drive)

Kimley-Horn and Associates, Inc. Silverada Boulevard ~ East (South of Fantastic Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 79 Silverada Boulevard ~ East (South of Fantastic Drive)

Kimley-Horn and Associates, Inc. Greenbrae Drive ~ South (East of EI Rancho Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 80 Greenbrae Drive ~ South (East of El Rancho Drive)

Kimley-Horn and Associates, Inc. Greenbrae Drive ~ South (West of Sullivan Lane)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 81 Greenbrae Drive ~ South (West of Sullivan Lane)

Kimley-Horn and Associates, Inc. Greenbrae Drive ~ South (West of 17th Street)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 82 Greenbrae Drive ~ South (West of 17th Street)

Kimley-Horn and Associates, Inc. Rock Boulevard ~ East (North of Greenbrae Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 83 Rock Boulevard ~ East (North of Greenbrae Drive)

Kimley-Horn and Associates, Inc. Rock Boulevard ~ East (South of Vance Way)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 85 Rock Boulevard ~ East (South of Vance Way)

Kimley-Horn and Associates, Inc. Rock Boulevard ~ East (South of York Way)
Photographs 86


Boarding/Alighting Area
Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 86 Rock Boulevard ~ East (South of York Way)



Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 90 York Way ~ South (East of Nelson Way)

Kimley-Horn and Associates, Inc. York Way ~ South (West of 4th Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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Kimley-Horn and Associates, Inc. 4 4th Street $\sim$ West (South of Richards Way)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 92 4th Street $\sim$ West (South of Richards Way)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ |  |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25{ }^{\prime \prime}$ ) in in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | $\times$ | Fix connection transition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
|  |  |  |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | $\times$ | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48"' |  |  |
| Stand-alone bench clear space width is less than 30" Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
|  |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Sheiter clear space length is less than 48" |  | Remove and replace clear space |
| Shelter clear space width is less than 30'1 |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ | X |  |
| Shelter opening clear width is less than 32" |  |  |

Kimley-Horn and Associates, Inc. Greenbrae Drive ~ North (West of 5th Street)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



## Opinion of Probable Construction Cost Disclaimer:

The Engineer has no control over the cost of labor, materials, equipment, or over the contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013 DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



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sri, DeLorme, NAVTEQ USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 100 York Way ~ North (West of 11th Street)

Kimley-Horn and Associates, Inc. Rock Boulevard ~ West (North of Greenbrae Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 104 Rock Boulevard ~ West (North of Greenbrae Drive)

Kimley-Horn and Associates, Inc. Greenbrae Drive ~ North (West of Sullivan Lane)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 106 Greenbrae Drive ~ North (West of Sullivan Lane)



Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Boarding/Alighting Area


Shelter/Clear Space

Silverada Boulevard ~ West (South of Paradise Drive)


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 109 Silverada Boulevard ~ West (South of Paradise Drive)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" | X |  |
| Boarding area width is less than 60" |  |  |
| Boarding area cross slope is greater than adjacent street grade |  | Remove and replace boarding area |
|  |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.255^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | X | Fix connection transition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25{ }^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | $\times$ | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than $30^{\prime \prime}$ |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 110 Silverada Boulevard ~ West (North of Orchid Way)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than 2\% |  |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | X | Fix connection transition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48"' |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
|  |  |  |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25 " |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | $\times$ | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than $30^{\prime \prime}$ |  | Remove and replace clear space |
| Stand-alone bench clear space cross slope is greater than 2\% | X |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than $30^{\prime \prime}$Shelter clear space cross slope is greater than $2 \%$ |  |  |
|  |  |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |

Kimley-Horn and Associates, Inc. E 9th Street ~ North (East of Manhattan Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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| Kimley-Horn and Associates, Inc. | E 9th Street $\sim$ North (East of N Wells Avenue) |  |
| :--- | :--- | :--- |
| Photographs | GPS ID: | 119 |



Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ |  |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | X | Fix connection transitition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48"] |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25{ }^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30" |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |

Kimley-Horn and Associates, Inc. Sadeir Way ~ North (East of Valley Road)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 121 Sadleir Way ~ North (East of Valley Road)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" | X |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ | X | Remove and replace boarding area |
| Boarding area cross slope is greater than adjacent street grade |  | Remove and replace boarding area |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | X | Fix connection transitition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48"] |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25{ }^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30" |  | Remove and replace clear space |
| Stand-alone bench clear space cross slope is greater than $2 \%$ | X | Remove and replace clear space |
| Stand-alone bench clear space running slope is greater than 2\% |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |

Kimley-Horn and Associates, Inc. Valley Road ~ West (North of Highland Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community


| Kimley-Horn and Associates, Inc. | W 5th Street $\sim$ North (West of N Arlington Avenue) |
| :--- | :--- | :--- |
| Photographs | GPS ID: |



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 131 W 5th Street ~ North (West of N Arlington Avenue)

Kimley-Horn and Associates, Inc. W Wth Street ~ North (West of Ralston Street)
Photographs GPS ID: 132


Boarding/Alighting Area
Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 133 W 5th Street ~ North (East of Washington Street)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96"' | X | Increase boarding area size |
| Boarding area width is less than 60" | X |  |
| Boarding area running slope is greater than $2 \%$ |  |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction (>0.25") in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than $0.25{ }^{\prime \prime \prime}$ | X | Fix connection transition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25{ }^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30" |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Sheiter clear space length is less than 48"' |  | Remove and replace clear space |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ | X |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |

Kimley-Horn and Associates, Inc. Robb Drive ~ East (South of W 7th Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community




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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ | X | Remove and replace boarding area |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" |  |  |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
|  |  |  |  |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25$ ") in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.255^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25 " |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than $30^{\prime \prime}$ |  | Remove and replace clear space |
| Stand-alone bench clear space cross slope is greater than $2 \%$ | $\times$ |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Sheiter clear space length is less than 48"' |  |  |
| Shelter clear space width is less than 30" |  |  |
|  |  |  |  |
| Sheiter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |



## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 157 Robb Drive $\sim$ West (South of Promontory Drive)



## Opinion of Probable Construction Cost Disclaimer:

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End of Project Description for Project 162 Mae Anne Avenue ~ South (East of Sierra Highlands Drive)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than 2\% |  |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" | X | Fix connection transitition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.255^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25 " |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" | X | Remove and replace clear space |
| Stand-alone bench clear space width is less than $30^{\prime \prime} \ldots \ldots \ldots$ |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ | $\times$ |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30" |  |  |
|  |  |  |  |
| Shelter clear space cross slope is greater than $2 \%$ Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |

Kimley-Horn and Associates, Inc. N McCarran Boulevard ~ East (North of W 7th Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 163 N McCarran Boulevard ~ East (North of W 7th Street)



## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 164 N McCarran Boulevard ~ East (South of Kings Row)

Kimley-Horn and Associates, Inc. Kings Row ~ South (West of Marne Drive)


Boarding/Alighting Area
Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 166 Kings Row ~ South (West of Marne Drive)

Kimley-Horn and Associates, Inc. Kings Row ~ South (East of Apollo Way) GPS ID: 167


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 167 Kings Row ~ South (East of Apollo Way)




## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 168 Kings Row ~ South (West of Wyoming Avenue)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" | X | Remove and replace boarding area |
| Boarding area width is less than 60"' |  |  |
| Boarding area running slope is greater than $2 \%$ | X |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction (>0.25") in boarding area |  |  |
| Temporary obstruction ( $>0.25{ }^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than $0.25{ }^{\text {" }}$ |  |  |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
|  |  |  |  |
| Sidewalk network width is less than 48"' |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
|  |  |  |  |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25" |  |  |
|  |  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30"' |  |  |
| Stand-alone bench clear space cross slope is greater than 2\% |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Sheilter clear space length is less than 48"' |  |  |
| Shelter clear space width is less than 30" |  |  |
|  |  |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |




Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 169 Kings Row ~ South (East of Crown Drive)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ | $\times$ | Remove and replace boarding area |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25"' |  |  |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
|  |  |  |  |
| Sidewalk network width is less than 48"' |  |  |
| Sidewalk network cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.255^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30"' |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30"- |  |  |
| Shelter clear space cross slope is greater than 2\% |  |  |
|  |  |  |  |
| Shelter opening clear width is less than 32" |  |  |



## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. W 7th Street ~ North (East of Stoker Avenue)
Photographs GPSID: 195


Boarding/Alighting Area


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than 2\% |  |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than $0.25{ }^{\prime \prime}$ |  |  |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48"' |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | $\times$ | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30"' |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |

Kimley-Horn and Associates, Inc. W 7th Street ~ North (East of McDonald Drive)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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Esri, DeLorme NAVTEQ USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 196 W 7th Street ~ North (East of McDonald Drive)

Kimley-Horn and Associates, Inc. W 7th Street ~ North (West of Heights Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 202 W 7th Street ~ North (West of Heights Drive)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 205 W 7th Street ~ North (East of N McCarran Boulevard)


| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ | X | Remove and replace boarding area |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25 "' |  |  |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48"' |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than 0.25" |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30" |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Shelter clear space length is less than 48"' |  |  |
| Shelter clear space width is less than 30" |  | Remove and replace clear space |
| Shelter clear space cross slope is greater than $2 \%$ | X |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |



## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

## End of Project Description for Project 206 W 7th Street ~ South (East of N McCarran Boulevard)


Kimley-Horn and Associates, Inc. W 7th Street ~ South (West of Downey Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

[^5]


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 210 W 7th Street ~ South (West of James Lane)

Kimley-Horn and Associates, Inc. W 7th Street ~ South (West of McDonald Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 214 W 7th Street ~ South (West of McDonald Drive)

Kimley-Horn and Associates, Inc. W 7th Street ~ South (East of Stoker Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. W 7th Street ~ South (East of Elgin Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Shelter/Clear Space


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 217 W 7th Street ~ South (East of Elgin Avenue)



## Opinion of Probable Construction Cost Disclaimer:

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Field Observations

| Boarding Area Issues | Issue Exists | Possible Solutions |
| :---: | :---: | :---: |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" | X | Increase boarding area size |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ |  |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction (>0.25") in boarding area |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than 0.25" |  |  |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48"' |  |  |
| Sidewalk network cross slope is greater than $2 \%$ |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than $0.25^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Sidewalk Issues | Issue Exists | Possible Solutions |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25{ }^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30" |  |  |
| Stand-alone bench clear space cross slope is greater than $2 \%$ |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Sheilter clear space length is less than 48" |  |  |
| Shelter clear space width is less than 30" |  |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 218 Keystone Avenue ~ West (South of University Terrace)


| Kimley-Horn and Associates, Inc. | Sutro Street $\sim$ East (South of E 9th Street) |  |
| :--- | :--- | :--- |
| Photographs | GPS ID: |  |



Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

## Opinion of Probable Construction Cost Disclaimer:

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

[^6]
Kimley-Horn and Associates, Inc. Sutro Street ~ East (North of Carville Drive)
$\qquad$


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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| Field Observations |  |  |
| :---: | :---: | :---: |
| Boarding Area Issues | Issue Exists | Possible Solutions |
| Boarding area does not exist |  |  |
| Boarding area length is less than 96" |  |  |
| Boarding area width is less than 60" |  |  |
| Boarding area running slope is greater than $2 \%$ |  |  |
| Boarding area cross slope is greater than adjacent street grade |  |  |
| Heaving/Sinking/Cracking present in the boarding area |  |  |
| Ponding present in the boarding area |  |  |
| Permanent obstruction (>0.25") in boarding area |  |  |
| Temporary obstruction ( $>0.25{ }^{\prime \prime}$ ) in boarding area |  |  |
| Transition at connection to the curb is greater than $0.25{ }^{\text {" }}$ | X | Fix connection transition |
| Boarding area is missing a connection to the street or sidewalk network |  |  |
|  |  |  |
| Adjacent Sidewalk Network Issues | Issue Exists | Possible Solutions |
| Sidewalk network width is less than 48" |  |  |
| Sidewalk network cross slowe is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the sidewalk network |  |  |
| Ponding present in the sidewalk network |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in sidewalk network |  |  |
| Transition at connection to boarding area is greater than 0.25" |  |  |
| Transit Stop Sidewalk Issues Possible Solutions |  |  |
|  |  |  |
| Transit stop sidewalk cross slope is greater than 2\% |  |  |
| Heaving/Sinking/Cracking present in the transit stop sidewalk |  |  |
| Ponding present in the transit stop sidewalk |  |  |
| Permanent obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Temporary obstruction ( $>0.25^{\prime \prime}$ ) in transit stop sidewalk |  |  |
| Transition at connection to sidewalk network is greater than $0.25{ }^{\prime \prime}$ |  |  |
|  |  |  |
| Transit Stop Amenity Issues | Issue Exists | Possible Solutions |
| No transit stop signage |  |  |
| Transit stop signage is non-compliant | X | Remove and replace transit stop signage |
| No clear space adjacent to stand-alone bench |  |  |
| Stand-alone bench clear space length is less than 48" |  |  |
| Stand-alone bench clear space width is less than 30" |  |  |
| Stand-alone bench clear space cross slope is greater than 2\% |  |  |
| Stand-alone bench clear space running slope is greater than $2 \%$ |  |  |
| No clear space under shelter |  |  |
| Sheiter clear space length is less than 48" |  | Remove and replace clear space |
| Shelter clear space width is less than 30" | X |  |
| Shelter clear space cross slope is greater than $2 \%$ |  |  |
| Shelter clear space running slope is greater than $2 \%$ |  |  |
| Shelter opening clear width is less than 32" |  |  |






```
Kimley-Horn and Associates, Inc. Sutro Street ~ East (North of Blazing Star Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Sun Valley Boulevard ~ East (South of Rampion Way)
Photographs GPS ID: 236


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 236 Sun Valley Boulevard ~ East (South of Rampion Way)





Comment:
No sidewalk network exists. Possible solutions reflect installing a paved bording area at least 96 " \(\times 60\) " with a \(2.0 \%\) max running slope.
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 252 Lupin Drive \(\sim\) West (North of 6th Avenue)

Kimley-Horn and Associates, Inc. Lupin Drive ~ West (North of 5th Avenue)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 253 Lupin Drive ~ West (North of 5th Avenue)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & Remove and replace boarding area \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & Remove and replace clear space \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & Remove and replace clear space \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. E 5th Avenue ~ North (East of Leon Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime \prime}\) & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{2}{|l|}{Sheilter clear space length is less than 48"'} & \multirow{4}{*}{Remove and replace clear space} \\
\hline Shelter clear space width is less than 30" & & \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Shelter clear space running slope is greater than \(2 \%\) Shelter opening clear width is less than 32"}} & \\
\hline & & \\
\hline
\end{tabular}



Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline Boarding area running slope is greater than \(2 \%\) & \(\times\) & \multirow{4}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.255^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & \(\times\) & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30^{\prime \prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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End of Project Description for Project 261 Sun Valley Boulevard ~ West (North of Dandini Boulevard)

Kimley-Horn and Associates, Inc. Clear Acre Lane ~ West (North of Scottsdale Road)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 262 Clear Acre Lane \(\sim\) West (North of Scottsdale Road)



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End of Project Description for Project 265 Sutro Street \(\sim\) West (South of Timber Way)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Boarding area cross slope is greater than adjacent street grade}} & \multirow[t]{4}{*}{Remove and replace boarding area} \\
\hline & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.255^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.255^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & \(\times\) & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than 30"'} & \multirow[t]{3}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Shelter clear space running slope is greater than \(2 \%\) Shelter opening clear width is less than 32"}} & \\
\hline & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Sutro Street ~ West (North of Wells Avenue)
Photographs 266


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Field Observations
\begin{tabular}{|c|c|c|}
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction (>0.25") in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25 "' & \(\times\) & Fix connection transition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25"' & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30 \(0^{\prime \prime}\) & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48"' & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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Kimley-Horn and Associates, Inc. Sutro Street ~ West (North of E 9th Street)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 269 Sutro Street \(\sim\) West (North of E 9th Street)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.255^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline Stand-alone bench clear space width is less than \(30^{\prime \prime}\) & & \multirow[t]{3}{*}{Remove and replace clear space} \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & X & \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
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End of Project Description for Project 270 Sutro Street \(\sim\) West (North of E 7th Street)



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Kimley-Horn and Associates, Inc. E Prater Way ~ South (East of Parlanti Lane)


\section*{Boarding/Alighting Area}


Adjacent Sidewalk Network


Stand-Alone Bench/Clear Space
Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 281 E Prater Way ~ South (East of Parlanti Lane)

Kimley-Horn and Associates, Inc. Brinkby Avenue ~ South (East of Plumas Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 288 Brinkby Avenue ~ South (East of Plumas Street)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 290 Lakeside Drive \(\sim\) West (North of Berrum Lane)

Kimley-Horn and Associates, Inc. W Moana Lane ~ South (East of Lakeside Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 291 W Moana Lane \(\sim\) South (East of Lakeside Drive)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 317 Lakeside Drive ~ East (North of W Moana Lane)

Kimley-Horn and Associates, Inc. Lakeside Drive \(\sim\) East (South of Berrum Lane)
Photographs 318


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 318 Lakeside Drive ~ East (South of Berrum Lane)



Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 319 Lakeside Drive ~ East (North of Robinhood Drive)

Kimley-Horn and Associates, Inc. Brinkby Avenue ~ North (West of Lakeside Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 320 Brinkby Avenue ~ North (West of Lakeside Drive)



\section*{Comment:}

No transit stop ID number shown on sign.

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 321 Brinkby Avenue ~ North (East of Plumas Street)




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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community


Kimley-Horn and Associates, Inc. \(\quad\) N Virginia Street ~ East (North of Lovitt Lane)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 348 N Virginia Street ~ East (North of Lovitt Lane)

Kimley-Horn and Associates, Inc. Stead Boulevard ~ East (North of Silver Lake Road)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 363 Stead Boulevard ~ East (North of Silver Lake Road)

Kimley-Horn and Associates, Inc. Stead Boulevard ~ East (South of Sagewood Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 364 Stead Boulevard ~ East (South of Sagewood Drive)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 365 Stead Boulevard ~ East (South of Ural Street)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 366 Stead Boulevard ~ East (South of Cascade Street)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 367 Stead Boulevard ~ East (South of Rocky Mountain Street)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 368 Stead Boulevard ~ East (South of Lear Boulevard)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{2}{|l|}{Boarding area running slope is greater than \(2 \%\)} & \multirow{4}{*}{Remove and replace boarding area} \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\text {" }}\) & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.255^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{Transit Stop Sidewalk Issues Possible Solutions}} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than \(0.25^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"'} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Sheilter clear space length is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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End of Project Description for Project 376 Echo Avenue ~ North (West of Mt Charleston Street)





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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 378 Echo Avenue \(\sim\) North (East of Mt Babcock Street)



Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 396 N Virginia Street ~ West (South of Lancaster Drive)

Kimley-Horn and Associates, Inc. N Virginia Street \(\sim\) West (South of Talus Way)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 401 N Virginia Street ~ West (South of Talus Way)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"'} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"'} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than 30 "'*} & \multirow{3}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} & \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space width is less than \(30^{\prime \prime}\)
Shelter clear space cross slope is greater than \(2 \%\)}} \\
\hline & & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. W 8th Street ~ North (West of N Virginia Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 408 W 8th Street \(\sim\) North (West of \(\mathbf{N}\) Virginia Street)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Buck Drive ~ South (East of Lemmon Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 434 Buck Drive ~ South (East of Lemmon Drive)
}

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25') in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"'} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than 30"'} & \multirow[t]{3}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} & \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Sheiter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space width is less than 30 "1-0.}} \\
\hline & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. E 2nd Street ~ South (East of Kirman Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & \(\times\) & \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & & Remove and replace boarding area \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Harvard Way ~ West (South of Vassar Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 448 Harvard Way ~ West (South of Vassar Street)

Kimley-Horn and Associates, Inc. Harvard Way ~ West (South of Pedretti Road)
Photographs GPS ID: 450


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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than \(96{ }^{\prime \prime}\) & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline Boarding area running slope is greater than \(2 \%\) \% smownown & \(\times\) & \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than 30"} & \multirow[t]{3}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} & \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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End of Project Description for Project 452 E Grove Street ~ North (West of Harvard Way)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space

Neil Road ~ West (South of E Moana Lane)
GPS ID:


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 458 Neil Road \(\sim\) West (South of E Moana Lane)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slowe is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
\begin{tabular}{|l|l|}
\hline Kimley-Horn and Associates, Inc. Neil Road \(\sim\) West (South of Mauldin Lane) \\
\hline Photographs & GPS ID:
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\begin{tabular}{|l|r|}
\hline Kimley-Horn and Associates, Inc. & Neil Road ~ East (North of E Peckham Lane) \\
\hline Photographs & GPS ID: \\
\hline
\end{tabular}


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 461 Neil Road ~ East (North of E Peckham Lane)

Kimley-Horn and Associates, Inc. Neil Road ~ East (North of Model Way)

Kimley-Horn and Associates, Inc.
Neil Road ~ East (North of Model Way)
Photographs


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 462 Neil Road ~ East (North of Model Way)

Kimley-Horn and Associates, Inc. Neil Road ~ East (South of Nannette Circle)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 463 Neil Road ~ East (South of Nannette Circle)



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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area}} \\
\hline & & \\
\hline Transition at connection to the curb is greater than 0.25" & \(\times\) & Fix connection transitition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{Transit Stop Sidewalk Issues}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & \(\times\) & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space running slope is greater than \(2 \%\) Shelter opening clear width is less than 32"}} \\
\hline & & \\
\hline
\end{tabular}


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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \multirow{4}{*}{Remove and replace boarding area} \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\text {" }}\) & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than \(0.25^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Sheilter clear space length is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
\begin{tabular}{|ll}
\hline Kimley-Horn and Associates, Inc. & Kuenzli Street \(\sim\) North (East of Manuel Street \\
\hline Photographs & GPS ID: \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{2}{|l|}{Boarding area running slope is greater than \(2 \%\)} & \multirow{4}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.255^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"'} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{2}{|l|}{Sheitter clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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End of Project Description for Project 488 S Virginia Street \(\sim\) West (South of Gentry Way)



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End of Project Description for Project 490 S Virginia Street \(\sim\) West (South of W Peckham Lane)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & Remove and replace boarding area \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & X & Fix connection transition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than 2\% & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & X & Remove and replace clear space \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & Remove and replace clear space \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. North Hills Boulevard ~ West (North of Golden Valley Road)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 501 North Hills Boulevard ~West (North of Golden Valley Road)



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End of Project Description for Project 505 Neil Road \(\sim\) East (North of Delucchi Lane)

Kimley-Horn and Associates, Inc. Victorian Avenue ~ South (West of 16th Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


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\footnotetext{
End of Project Description for Project 526 Victorian Avenue ~ South (West of 16th Street)
}



Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 543 Nichols Boulevard ~ North (East of McCarran Boulevard)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Prater Way ~ South (East of 7th Street)
Photographs GPS ID: 574


Boarding/Alighting Area


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 574 Prater Way ~ South (East of 7th Street)

Kimley-Horn and Associates, Inc. Prater Way ~ South (West of 4th Street)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage



Transit Stop Signage

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\section*{Project Location Map Sources:}

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline \multicolumn{2}{|l|}{} & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime \prime}\) & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25{ }^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline Stand-alone bench clear space length is less than 48" & X & \multirow{4}{*}{Remove and replace clear space} \\
\hline Stand-alone bench clear space width is less than \(30^{\prime \prime}\) & & \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space running slope is greater than \(2 \%\) Shelter opening clear width is less than \(32^{\prime \prime}\)}} \\
\hline & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. E Prater Way ~ South (East of 1st Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Kimley-Horn and Associates, Inc. E Prater Way ~ South (East of Pullman Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25') in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"'} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \multirow{4}{*}{Remove and replace boarding area} \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & \\
\hline Ponding present in the boarding area & & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25 " & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{2}{|l|}{Sheilter clear space length is less than 48"'} & \multirow{4}{*}{Remove and replace clear space} \\
\hline Shelter clear space width is less than 30" & X & \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. E Prater Way ~ North (East of Howard Drive)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 594 E Prater Way ~ North (East of Howard Drive)




Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 598 Prater Way ~ North (East of 4th Street)

Photographs GPS ID: 5

Boarding/Alighting Area

Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 599 Prater Way ~ North (East of 6th Street)
}

\begin{tabular}{|ll} 
Kimley-Horn and Associates, Inc. & Kirman Avenue \(\sim\) West (North of Burns Street) \\
\hline Photographs & GPS ID: \\
\hline
\end{tabular}

Boarding/Alighting Area

Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 609 Kirman Avenue ~ West (North of Burns Street)
}



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 610 Kirman Avenue ~ West (North of Vassar Street)

Kimley-Horn and Associates, Inc. Kirman Avenue ~ West (North of Colonial Way)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 615 Apple Street ~ South (West of Wrondel Way)

Kimley-Horn and Associates, Inc. E Grove Street ~ North (East of Yori Avenue)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 620 E Grove Street \(\sim\) North (East of Yori Avenue)

Kimley-Horn and Associates, Inc. Wrondel Way ~ East (North of E Grove Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\section*{Project Location Map Sources:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Locust Street ~ East (South of Vassar Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 627 Locust Street \(\sim\) East (South of Vassar Street)



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\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & Remove and replace boarding area \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & Remove and replace clear space \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & Remove and replace clear space \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Mill Street ~ South (East of Yori Avenue)
\[
\begin{aligned}
& \text { orn and Associates, Inc. } \\
& \hline \hline \text { nhs }
\end{aligned}
\]
\[
\text { GPS ID: } \quad 642
\]


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 658 Corporate Boulevard \(\sim\) West (South of Wall Street)



\section*{Opinion of Probable Construction Cost Disclaimer:}

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Kimley-Horn and Associates, Inc. Energy Way ~ North (West of Edison Way)}} \\
\hline & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 663 Energy Way ~ North (West of Edison Way)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline Boarding area running slope is greater than \(2 \%\) & \(\times\) & \multirow{4}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.255^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & \(\times\) & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30^{\prime \prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 664 Energy Way ~ North (East of Reactor Way)

Kimley-Horn and Associates, Inc. Wedekind Road ~ North (West of Clear Acre Lane)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Kimley-Horn and Associates, Inc. Wedekind Road ~ North (West of Whitfield Way)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 693 Wedekind Road ~ North (West of Whitfield Way)



\begin{tabular}{|ll|l}
\hline Kimley-Horn and Associates, Inc. & Keystone Avenue \(\sim\) West (South of W 1st Street) \\
\hline Photographs & GPS ID: & \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 709 Keystone Avenue ~ West (South of W 1st Street)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 710 Booth Street \(\sim\) West (South of Westfield Avenue)

Kimley-Horn and Associates, Inc. Hunter Lake Drive ~ East (South of Idlewild Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 722 Hunter Lake Drive ~ East (South of Idlewild Drive)

Kimley-Horn and Associates, Inc. Idlewild Drive ~ South (East of Hunter Lake Drive)
Photographs 723


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 723 Idlewild Drive ~ South (East of Hunter Lake Drive)

Kimley-Horn and Associates, Inc. Idlewild Drive ~ South (West of Booth Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|lll}
\hline Kimley-Horn and Associates, Inc. & Keystone Avenue ~ East (North of W 1st Street) \\
\hline Ghotographs
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Spac


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline  & X & \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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\section*{Project Location Map Sources:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 728 Sun Valley Boulevard ~ East (North of El Rancho Drive)



Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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\footnotetext{
End of Project Description for Project 737 Dandini Boulevard ~ South (West of Dandini Boulevard at TMCC)
}

Kimley-Horn and Associates, Inc. W 4th Street ~ North (East of Stoker Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Kimley-Horn and Associates, Inc. Mira Loma Drive ~ South (West of Boynton Lane)
Photographs


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 798 Mira Loma Drive ~ South (West of Boynton Lane)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 820 4th Street ~ East (South of Richards Way)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & Remove and replace boarding area \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & Remove and replace clear space \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & Remove and replace clear space \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. York Way ~ North (West of 4th Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Kimley-Horn and Associates, Inc. Pyramid Way ~ East (North of Prater Way)
GPSID: Pater Way)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline \multicolumn{2}{|l|}{Boarding area running slope is greater than 2\%} & \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline Heaving/Sinking/Cracking present in the boarding area & \(x\) & \\
\hline Ponding present in the boarding area & X & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\text {" }}\) & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than \(0.25^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"'} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space width is less than 30"}} \\
\hline & & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space

Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & \\
\hline Ponding present in the boarding area & X & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & X & Remove obstruction \\
\hline \multicolumn{2}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in boarding area} & \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime \prime}\) & X & Fix connection transition \\
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Boarding area is missing a connection to the street or sidewalk network}} & Install connection \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{2}{|l|}{Sidewalk network width is less than 48"} & \\
\hline \multicolumn{2}{|l|}{Sidewalk network cross slope is greater than 2\%} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Transition at connection to boarding area is greater than 0.25"'} & \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{2}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the transit stop sidewalk} & \\
\hline \multicolumn{2}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} & \\
\hline \multicolumn{2}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} & \\
\hline \multicolumn{2}{|l|}{Transition at connection to sidewalk network is greater than \(0.25^{\prime \prime}\)} & \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space length is less than 48"*} & \multirow{4}{*}{Remove and replace clear space} \\
\hline Stand-alone bench clear space width is less than 30"'0.0 & X & \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{2}{|l|}{Sheiter clear space length is less than 48"'} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space width is less than 30"} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Sheiter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Pyramid Way ~ West (North of K Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline Boarding area running slope is greater than \(2 \%\) & \(\times\) & \multirow{4}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{Transit Stop Sidewalk Issues \(\quad\) Prsible Solutions}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25{ }^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{}} \\
\hline & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & Remove and replace boarding area \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & X & Fix connection transition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}



Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 909 Northtowne Lane \(\sim\) West (North of Lund Lane)

Kimley-Horn and Associates, Inc. Wedekind Road ~ North (East of Silverada Boulevard)

Kimley-Horn and Associates, Inc. Photographs


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 911 Wedekind Road \(\sim\) North (East of Silverada Boulevard)



\section*{Comment:}

Transit stop is located in a fire lane. This creates a potentially dangerous scenario, consider relocating stop.

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & \(\times\) & \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & & Remove and replace boarding area \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. S Wells Avenue ~East (North of Cheney Street)
\begin{tabular}{|c|c|c|}
\hline Photographs & GPS ID: & 920 \\
\hline
\end{tabular}


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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\section*{Project Location Map Sources:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 920 S Wells Avenue ~ East (North of Cheney Street)
}

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline \multicolumn{2}{|l|}{\multirow[b]{2}{*}{}} & \\
\hline & & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25') in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.255^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & \(\times\) & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Sheiter opening clear width is less than 32"}} \\
\hline & & \\
\hline
\end{tabular}


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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 930 Merchant Street ~ North (West of Exchange Street)

Kimley-Horn and Associates, Inc. Greenbrae Drive ~ South (West of El Rancho Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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Kimley-Horn and Associates, Inc. W 4th Street ~ North (West of Twin Lakes Drive)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\footnotetext{
End of Project Description for Project 958 W 4th Street ~ North (West of Twin Lakes Drive)
}



Boarding/Alighting Area

Shelter/Clear Space


Clear Acre Lane ~ East (South of Crystal Lane) GPSID: 964


Adjacent Sidewalk Network


Transit Stop Signage

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\section*{End of Project Description for Project 964 Clear Acre Lane \(\sim\) East (South of Crystal Lane)}



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Kimley-Horn and Associates, Inc. Mae Anne Avenue ~ South (East of Ambassador Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 981 Mae Anne Avenue ~ South (East of Ambassador Drive)

Kimley-Horn and Associates, Inc. Mira Loma Drive ~ North (East of Caballo Drive)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1025 Mira Loma Drive ~ North (East of Caballo Drive)

Kimley-Horn and Associates, Inc. Nichols Boulevard ~ North (West of N McCarran Boulevard)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1058 Nichols Boulevard ~ North (West of N McCarran Boulevard)

\begin{tabular}{|l|l|l}
\hline Kimley-Horn and Associates, Inc. & Nichols Boulevard \(\sim\) West (South of Spring Villas Dr) \\
\hline Photaraphs &
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1059 Nichols Boulevard ~ West (South of Spring Villas Dr)

Kimley-Horn and Associates, Inc. Pyramid Way ~ East (North of I Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
\begin{tabular}{|l|r|}
\hline Kimley-Horn and Associates, Inc. & Orovada Street \(\sim\) South (East of Silverada Boulevard) \\
\hline Photographs & GPS ID: \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1088 Orovada Street ~ South (East of Silverada Boulevard)

\begin{tabular}{|l|l|l}
\hline Kimley-Horn and Associates, Inc. & Orovada Street \(\sim\) North (East of Silverada Boulevard) \\
\hline Photographs & GPS ID: & 1089
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Esri, DeLorme, NAVTEQ USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1089 Orovada Street ~ North (East of Silverada Boulevard)



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Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1192 Kietzke Lane \(\sim\) West (North of Redfield Parkway)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1199 S McCarran Boulevard ~ North (West of Longley Lane)



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Kimley-Horn and Associates, Inc. Sky Mountain Drive \(\sim\) East (North of Summit Ridge Drive)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Sky Valley Drive \(\sim\) West (South of Sandyhill Lane)
Photographs

Sky Valley Drive ~ West (South of Sandyhill Lane)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Kimley-Horn and Associates, Inc. Golden Valley Road ~ West (South of North Hills Boulevard)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|l|l}
\hline Kimley-Horn and Associates, Inc. & W 7th Street ~ North (West of N McCarran Boulevard) \\
\hline Phora
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Kimley-Horn and Associates, Inc. W Wtreet ~ North (East of Robb Drive)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1270 W 7th Street ~ North (East of Robb Drive)



Boarding/Alighting Area

Stand-Alone Bench/Clear Space



Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1271 North Hills Boulevard ~ North (West of Golden Valley Road)



Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1287 W 7th Street ~ North (West of Sierra Highlands Drive)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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\begin{tabular}{|l|r|}
\hline Kimley-Horn and Associates, Inc. & Sutro Street ~ East (North of E 4th Street) \\
\hline Photographs & GPS ID: \\
\hline
\end{tabular}


Boarding/Alighting Area


Adjacent Sidewalk Network


Shelter/Clear Space

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\section*{Project Location Map Sources:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1332 Sutro Street ~ East (North of E 4th Street)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60 "} & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\text {" }}\) & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slowe is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"'} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space width is less than 300"}} \\
\hline & \multicolumn{2}{|c|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Wedekind Road ~ South (West of Montello Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\section*{Project Location Map Sources:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1344 Wedekind Road ~ South (East of Silverada Boulevard)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline \multicolumn{2}{|l|}{} & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Transition at connection to boarding area is greater than 0.25"}} \\
\hline & & \\
\hline & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than \(0.25^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & \(\times\) & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than \(48^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


\section*{Opinion of Probable Construction Cost Disclaimer}

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Esri, DeLorme, NAVTEQ USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\section*{End of Project Description for Project 1347 El Rancho Drive ~ East (North of McCarran Boulevard)}

Kimley-Horn and Associates, Inc. El Rancho Drive \(\sim\) West (North of McCarran Boulevard)


\section*{Opinion of Probable Construction Cost Disclaimer}

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1356 EI Rancho Drive ~West (North of McCarran Boulevard)

Kimley-Horn and Associates, Inc. W 7th Street ~ North (West of Washington Street)
Kimley-Horn and Associates, Inc.
Photographs GPS ID: 1365


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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\section*{Project Location Map Sources:}

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1365 W 7th Street ~ North (West of Washington Street)

Kimley-Horn and Associates, Inc. W 7th Street ~ South (East of Keystone Avenue)
Kimley-Horn and Associates, Inc.
\[
\text { GPS ID: } \quad 1374
\]


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 1374 W 7th Street ~ South (East of Keystone Avenue)
}

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & Remove and replace boarding area \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & Remove and replace clear space \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & Remove and replace clear space \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Kuenzli Street ~ North (East of Kirman Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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\section*{Project Location Map Sources:}

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1380 Kuenzli Street ~ North (East of Kirman Avenue)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. S Virginia Street ~ West (North of Meadowood Mall Way)


Shelter/Clear Space
Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1412 S Virginia Street ~ West (North of Meadowood Mall Way)



\section*{Opinion of Probable Construction Cost Disclaimer}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline Boarding area running slope is greater than \(2 \%\) & \(\times\) & \multirow{4}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"'} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{Transit Stop Sidewalk Issues \(\quad\) Issue Exists \(\quad\) Possible Solutions}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & \(\times\) & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than \(30{ }^{\prime \prime \prime}\)} & \multirow[t]{3}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} & \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
\begin{tabular}{|l|l|l}
\hline Kimley-Horn and Associates, Inc. & McCarran Boulevard \(\sim\) South (East of Home Gardens Drive) \\
\hline Photographs & GPS ID:
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1430 McCarran Boulevard ~ South (East of Home Gardens Drive)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slowe is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. S Arlington Avenue ~ West (North of La Rue Avenue)
Kimley-Horn and Associates, Inc.
\[
\text { Photographs GPS ID: } 1438
\]


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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\section*{Project Location Map Sources:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 1438 S Arlington Avenue ~ West (North of La Rue Avenue)
}

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1439 W Plumb Lane ~ South (East of S Arlington Avenue)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{2}{|l|}{Boarding area running slope is greater than 2\%} & \multirow{4}{*}{Remove and replace boarding area} \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & \\
\hline Ponding present in the boarding area & X & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.255^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime \prime}\) & \(\times\) & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"'} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25{ }^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline Stand-alone bench clear space width is less than 30" & & \multirow[t]{3}{*}{Remove and replace clear space} \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & X & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{2}{|l|}{Shelter clear space length is less than 48"} & \multirow{4}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Shelter clear space width is less than 30"} & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & x & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & X & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1441 W Moana Lane ~ South (West of Grant Drive)



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\section*{Project Location Map Sources:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Bluestone Drive ~ West (North of Craigmont Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1449 Bluestone Drive ~ West (North of Craigmont Drive)

Kimley-Horn and Associates, Inc. Bluestone Drive ~ West (North of Portman Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\)}} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Offenhauser Drive ~ West (South of Portman Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1451 Offenhauser Drive ~ West (South of Portman Avenue)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & Remove and replace boarding area \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25" & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than \(30^{\prime \prime}\) & & Remove and replace clear space \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & Remove and replace clear space \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Offenhauser Drive ~ West (North of E Holcomb Lane)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1452 Offenhauser Drive ~ West (North of E Holcomb Lane)



Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Prototype Drive ~ East (North of Gateway Drive)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1455 Prototype Drive ~ East (North of Gateway Drive)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1461 Double Diamond Parkway ~ West (South of Trademark Drive)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 1463 Double Diamond Parkway ~ West (North of South Meadows Parkway)
}

Kimley-Horn and Associates, Inc. South Meadows Parkway ~ North (East of Evergreen Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1464 South Meadows Parkway ~ North (East of Evergreen Street)

Kimley-Horn and Associates, Inc. South Meadows Parkway ~ North (East of Truckee Meadows Place)


Boarding/Alighting Area


Adjacent Sidewalk Network

Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1465 South Meadows Parkway ~ North (East of Truckee Meadows Place)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1467 South Meadows Parkway ~ North (West of Prairie Dog)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"'} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"'} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than 30 "'*} & \multirow{3}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} & \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space width is less than \(30^{\prime \prime}\)
Shelter clear space cross slope is greater than \(2 \%\)}} \\
\hline & & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Offenhauser Drive ~ East (West of Hillview Terrace Apartments)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 1474 Offenhauser Drive ~ East (West of Hillview Terrace Apartments)
}

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & Remove and replace boarding area \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & Remove and replace clear space \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & Remove and replace clear space \\
\hline Stand-alone bench clear space running slope is greater than 2\% & X & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1475 Offenhauser Drive ~ East (North of Hillview Terrace Apartments)

\begin{tabular}{|l|l|l}
\hline Kimley-Horn and Associates, Inc. & Bluestone Drive \(\sim\) East (North of Portman Avenue) \\
\hline Photographs & GPS ID: & 1476
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1476 Bluestone Drive ~ East (North of Portman Avenue)



\section*{Opinion of Probable Construction Cost Disclaimer:}

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Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1477 Bluestone Drive ~ East (South of E Huffaker Lane)

Kimley-Horn and Associates, Inc. Kietzke Lane ~ East (North of Redfield Parkway)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1479 Kietzke Lane \(\sim\) East (North of Redfield Parkway)



Esri, DeLorme, NAVTEQ USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\begin{tabular}{|l|l|}
\hline Kimley-Horn and Associates, Inc. & Mayberry Drive ~ North (East of Hunter Lake Drive) \\
\hline Photographs & GPS ID:
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1514 Sparks Boulevard \(\sim\) West (South of Express Street)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1542 Sky Valley Drive ~ East (East of Southridge Apartments)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \multirow{4}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Transition at connection to sidewalk network is greater than \(0.25^{\prime \prime}\)}} \\
\hline & \multicolumn{2}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline Stand-alone bench clear space length is less than 48" & X & \multirow{4}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than 30"} & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"'} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space width is less than 30"1}} \\
\hline & & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
\begin{tabular}{|l|l}
\hline Kimley-Horn and Associates, Inc. Robb Drive \(\sim\) South (East of Sharlands Avenue) \\
\hline Photographs & GPS ID:
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1555 Robb Drive ~ South (East of Sharlands Avenue)



Esri, DeLorme, NAVTEQ USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Robb Drive ~ East (South of Mae Anne Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1559 Robb Drive ~ East (South of Mae Anne Avenue)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline Heaving/Sinking/Cracking present in the boarding area & \(\times\) & \\
\hline \multicolumn{2}{|l|}{} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction (>0.25") in boarding area} \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\text {" }}\) & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.255^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{Transit Stop Sidewalk Issues Possible Solutions}} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space width is less than 30"}} \\
\hline & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Kirman Avenue ~ West (South of Aitken Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Kimley-Horn and Associates, Inc. Kirman Avenue ~ West (North of Curti Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\begin{tabular}{|l|l|l}
\hline Kimley-Horn and Associates, Inc. & E Grove Street ~ South (West of Kietzke Lane) \\
\hline Photographs & GPS ID: \\
\hline
\end{tabular}


Boarding/Alighting Area


Adjacent Sidewalk Network


\section*{Opinion of Probable Construction Cost Disclaimer:}

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\section*{Project Location Map Sources:}

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1568 E Grove Street ~ South (West of Kietzke Lane)

Kimley-Horn and Associates, Inc. Locust Street ~ East (South of Colorado River Boulevard)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1571 Locust Street ~ East (South of Colorado River Boulevard)



\section*{Opinion of Probable Construction Cost Disclaimer:}

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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1573 Kirman Avenue ~ East (North of Aitken Street)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & Remove and replace boarding area \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1574 Kirman Avenue ~ East (South of Kuenzli Street)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \multirow{7}{*}{Remove and replace boarding area} \\
\hline Boarding area length is less than 96" & X & \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} & \\
\hline \multicolumn{2}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} & \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{2}{|l|}{Boarding area is missing a connection to the street or sidewalk network} & \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{2}{|l|}{Sidewalk network width is less than 48"} & \\
\hline \multicolumn{2}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} & \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{2}{|l|}{Transit stop sidewalk cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the transit stop sidewalk} & \\
\hline \multicolumn{2}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} & \\
\hline \multicolumn{2}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} & \\
\hline \multicolumn{2}{|l|}{Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\)} & \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{2}{|l|}{No transit stop signage} & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space length is less than 48"'} & \multirow{4}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than 30"} & \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{No clear space under shelter} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space length is less than 48"'} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space width is less than 30"} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than 2\%} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline Boarding area running slope is greater than \(2 \%\) & \(\times\) & \multirow{4}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.255^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & \(\times\) & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30^{\prime \prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. W 7th Street ~ North (West of N McCarran Boulevard)
\[
\begin{array}{|l}
\text { Kimley-Horn and Associates, Inc. } \\
\hline \text { Phatoaranhs }
\end{array}
\]


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1581 W 7th Street ~ North (West of N McCarran Boulevard)

\begin{tabular}{|l|l|l}
\hline Kimley-Horn and Associates, Inc. & N Arlington Avenue \(\sim\) West (South of W 4th Street) \\
\hline Photographs & GPS ID: & 1582 \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1582 N Arlington Avenue ~ West (South of W 4th Street)

Kimley-Horn and Associates, Inc. Silverada Boulevard ~ West (North of Carville Drive)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1596 Silverada Boulevard \(\sim\) West (North of Carville Drive)

Kimley-Horn and Associates, Inc. W 4th Street ~ North (East of Edwards Way)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1598 W 4th Street ~ North (East of Edwards Way)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \multirow{7}{*}{Remove and replace boarding area} \\
\hline Boarding area length is less than 96" & X & \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{} & \\
\hline Heaving/Sinking/Cracking present in the boarding area & \(\times\) & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{2}{|l|}{Sidewalk network width is less than 48"'} & \\
\hline \multicolumn{2}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} & \\
\hline \multicolumn{2}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} & \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Sheilter clear space length is less than 48"'} \\
\hline \multicolumn{2}{|l|}{Shelter clear space width is less than 30"} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than 2\%} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1601 Meadowood Mall Circle ~ South (East of S Virginia Street)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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End of Project Description for Project 1612 Corporate Boulevard \(\sim\) West (North of Capital Boulevard)

Photographs GPS ID: 1613


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1613 Rock Boulevard ~ West (North of Prospect Avenue)



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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1614 Merchant Street ~ North (East of Sullivan Lane)



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End of Project Description for Project 1630 S McCarran Boulevard ~ South (East of Kietzke Lane)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \multirow{4}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25"' & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than 30"'} & \multirow[t]{3}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{\begin{tabular}{|l} 
Shelter clear space width is less than 30" \\
Shelter clear space cross slope is greater than \(2 \%\)
\end{tabular}}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. South Meadows Parkway ~ South (East of Gateway Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1637 South Meadows Parkway ~ South (East of Gateway Drive)

Kimley-Horn and Associates, Inc. Double R Boulevard ~ West (South of Renown)
Photographs GPS ID: 1638


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 1638 Double R Boulevard ~West (South of Renown)
}

Kimley-Horn and Associates, Inc. Double R Boulevard ~ West (East of Legacy Wealth)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1642 Double R Boulevard ~ West (East of Legacy Wealth)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\footnotetext{
End of Project Description for Project 1643 Double R Boulevard ~ West (North of Double Diamond Parkway)
}



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1644 Damonte Ranch Parkway ~ North (West of Old Virginia Road)

Kimley-Horn and Associates, Inc. S Virginia Street ~ East (North of Damonte Ranch Parkway)
\begin{tabular}{|ll}
\hline Kimley-Horn and Associates, Inc. & S Virginia Street ~ East (North of Damonte Ranch Parkway) \\
\hline
\end{tabular}


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\section*{End of Project Description for Project 1645 S Virginia Street ~ East (North of Damonte Ranch Parkway)}

Kimley-Horn and Associates, Inc. Sierra Center Parkway ~ West (East of Sierra Town Center)


Boarding/Alighting Area
Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1652 Sierra Center Parkway ~West (East of Sierra Town Center)



Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 1655 Sierra Center Parkway ~ South (West of Longley Lane)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1657 Sierra Center Parkway ~ Eash (North of Maestro Drive)

Kimley-Horn and Associates, Inc. Sierra Center Parkway ~ East (West of Intuit Entrance)

Kimley-Horn and Associates, Inc.
Sierra Center Parkway ~ East (West of Intuit Entrance)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1658 Sierra Center Parkway ~ East (West of Intuit Entrance)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1674 Sharlands Avenue ~ North (West of Robb Drive)


Field Observations
\begin{tabular}{|c|c|c|}
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than \(96{ }^{\prime \prime}\) & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & Remove and replace boarding area \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction (>0.25") in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25 "' & \(\times\) & Fix connection transition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48" & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30'0'0] & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Sheilter clear space length is less than 48"' & & \\
\hline Shelter clear space width is less than \(30^{\prime \prime}\) & & Remove and replace clear space \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & X & Remove and replace clear space \\
\hline Shelter clear space running slope is greater than \(2 \%\) & X & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1676 Sharlands Avenue \(\sim\) North (East of Avenida de Landa)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.255^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{\begin{tabular}{|l} 
Shelter clear space width is less than 30" \\
Shelter clear space cross slope is greater than \(2 \%\)
\end{tabular}}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. N Arlington Avenue ~ East (North of W 2nd Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1680 N Arlington Avenue ~ East (North of W 2nd Street)

Kimley-Horn and Associates, Inc. Sky Vista Parkway ~ North (West of Lemmon Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Boarding/Alighting Area

Shelter/Clear Space


Sky Vista Parkway ~ South (West of Lemmon Drive) GPS ID: 1721


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1721 Sky Vista Parkway ~ South (West of Lemmon Drive)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1724 Silver Lake Road ~ North (West of Sky Vista Parkway)

Kimley-Horn and Associates, Inc. Silver Lake Road ~ South (West of Sky Vista Parkway)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1725 Silver Lake Road ~ South (West of Sky Vista Parkway)



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Kimley-Horn and Associates, Inc. Silver Lake Road ~ South (West of Gulf Stream Lane)
\[
\begin{array}{|l}
\hline \text { Kimley-Horn and Associates, Inc. } \\
\hline \text { Photoaranhs }
\end{array}
\]


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1727 Silver Lake Road ~ South (West of Gulf Stream Lane)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space
Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1728 Silver Lake Road \(\sim\) North (West of Silver Sky Parkway)

\begin{tabular}{|l|l|}
\hline Kimley-Horn and Associates, Inc. & Silver Lake Road ~ South (West of Silver Sky Parkway) \\
\hline Phor &
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\section*{End of Project Description for Project 1729 Silver Lake Road ~ South (West of Silver Sky Parkway)}

Kimley-Horn and Associates, Inc. Silver Lake Road ~ South (East of Stead Boulevard)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

Kimley-Horn and Associates, Inc. Echo Avenue ~ North (West of Industry Circle)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1735 Echo Avenue ~ North (East of Moya Boulevard)



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Kimley-Horn and Associates, Inc. E Greg Street ~ North (East of Linda Way)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1775 E Greg Street \(\sim\) North (East of Linda Way)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \multirow{7}{*}{Remove and replace boarding area} \\
\hline Boarding area length is less than 96" & X & \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"'} & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline \multicolumn{2}{|l|}{Heaving/Sinking/Cracking present in the boarding area} & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Boarding area is missing a connection to the street or sidewalk network}} \\
\hline & \multicolumn{2}{|l|}{\multirow[b]{2}{*}{}} \\
\hline Adjacent Sidewalk Network Issues & & \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than \(0.25{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Transition at connection to sidewalk network is greater than 0.25"}} \\
\hline & \multicolumn{2}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space width is less than \(30^{\circ \prime}\)} & \multirow[t]{3}{*}{Remove and replace clear space} \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space running slope is greater than \(2 \%\) Shelter opening clear width is less than \(32^{\prime \prime}\)}} \\
\hline & & \\
\hline
\end{tabular}


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Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slowe is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{Transit Stop Sidewalk Issues Possible Solutions}} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30**********)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slowe is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{}} \\
\hline & & Shelter clear space cross slope is greater than \(2 \%\) \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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Kimley-Horn and Associates, Inc. Vassar Street ~ North (West of Terminal Way)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1825 Vassar Street ~ North (West of Terminal Way)

Kimley-Horn and Associates, Inc. Vassar Street ~ North (West of Market Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1826 Vassar Street ~ North (West of Market Street)



\section*{Opinion of Probable Construction Cost Disclaimer:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1854 Stead Boulevard ~ West (North of Cascade Street)

\begin{tabular}{|l|c|}
\hline Kimley-Horn and Associates, Inc. & Financial Boulevard \(\sim\) East (North of Equity Avenue) \\
\hline Photographs & GPS ID:
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\section*{Project Location Map Sources:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1871 Financial Boulevard ~ East (North of Equity Avenue)



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Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1889 E 8th Avenue ~ South (East of Sun Valley Boulevard)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25') in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than \(0.25{ }^{\prime \prime \prime}\)} \\
\hline Boarding area is missing a connection to the street or sidewalk network & X & Install connection \\
\hline \multicolumn{3}{|l|}{} \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"'} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Transition at connection to sidewalk network is greater than 0.25 "}} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline Stand-alone bench clear space length is less than 48" & X & \multirow{4}{*}{Remove and replace clear space} \\
\hline Stand-alone bench clear space width is less than \(30 \times \ldots\) & & \\
\hline Stand-alone bench clear space cross slope is greater than 2\% & & \\
\hline \multicolumn{2}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} & \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} & \\
\hline \multicolumn{2}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. E 8th Avenue ~ South (West of Lupin Drive)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community




Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Comment:}

The signage for this transit stop is temporary and can be moved. Evaluated conditions will change if the transit stop is moved to another location

\section*{Opinion of Probable Construction Cost Disclaimer}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1897 York Way ~ South (West of 11th Street)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1904 Nichols Boulevard ~ South (South of Spring Villas Dr)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.255^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30{ }^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{\begin{tabular}{|l} 
Shelter clear space width is less than 30" \\
Shelter clear space cross slope is greater than \(2 \%\)
\end{tabular}}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1906 Nichols Boulevard ~ South (West of Howard Drive)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than 0.25} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than \(48^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1907 Howard Drive ~ East (South of E Lincoln Way)



Boarding/Alighting Area

\section*{Comment:}

Developer of the adjacent property is constructing improvements.
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\section*{Project Location Map Sources:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1908 E Lincoln Way ~ South (West of Harbour Cove Drive)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1912 George Farris Drive ~ North (East of Legends Bay Drive)




Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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End of Project Description for Project 1913 N Virginia Street ~ East (South of Golden Valley Road)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter opening clear width is less than 32"}} \\
\hline & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community


Kimley-Horn and Associates, Inc. E Plumb Lane ~ North (West of Yori Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & Remove and replace boarding area \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25 "' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48" & & \\
\hline Sidewalk network cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.255^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30 "' & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1939 S Wells Avenue ~ East (South of Casazza Drive)

Kimley-Horn and Associates, Inc. E Plumb Lane ~ South (East of Locust Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\section*{Project Location Map Sources:}

Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013,
DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1940 E Plumb Lane ~ South (East of Locust Street)

Kimley-Horn and Associates, Inc. E Plumb Lane ~ South (West of Yori Avenue)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25 "} \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Sheilter clear space length is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter opening clear width is less than 32"}} \\
\hline & & \\
\hline
\end{tabular}
\begin{tabular}{|l|l|l}
\hline Kimley-Horn and Associates, Inc. & E 9th Street \(\sim\) North (East of Dolomite Circle) \\
\hline Photographs & GPS ID: & 1946 \\
\hline
\end{tabular}


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 1946 E 9th Street ~ North (East of Dolomite Circle)
}



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\section*{End of Project Description for Project 1948 S Virginia Street ~ West (South of Hillcrest Drive)}

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
\hline \multicolumn{3}{|l|}{Boarding area width is less than 60"} \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slowe is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{Transit Stop Sidewalk Issues Possible Solutions}} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30**********)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slowe is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{}} \\
\hline & & Shelter clear space cross slope is greater than \(2 \%\) \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1949 S Virginia Street ~ West (North of W Peckham Lane)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Transit Stop Sidewalk


Shelter/Clear Space


Adjacent Sidewalk Network


Stand-Alone Bench/Clear Space


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\section*{End of Project Description for Project 1950 S Virginia Street ~ East (South of W Peckham Lane)}

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25" & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & X & Install transit stop signage \\
\hline Transit stop signage is non-compliant & & \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30"' & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48"' & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Boarding/Alighting Area

\section*{Comment:}

Developer of the adjacent property is constructing improvements
Opinion of Probable Construction Cost Disclaimer
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DigitaIGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

\footnotetext{
End of Project Description for Project 1951 S Virginia Street ~ East (North of Cadillac Place)
}



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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1958 Victorian Avenue ~ South (West of 4th Street)

Kimley-Horn and Associates, Inc. E Victorian Avenue ~ South (East of Stanford Way)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Project Location Map Sources:
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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1959 E Victorian Avenue ~ South (East of Stanford Way)

Photographs 1987


Boarding/Alighting Area


Adjacent Sidewalk Network

Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1987 North Hills Boulevard ~ East (North of Beckwourth Drive)

\begin{tabular}{|l|l}
\hline Kimley-Horn and Associates, Inc. & North Hills Boulevard \(\sim\) West (North of Beckwourth Drive) \\
\hline PPS ID:
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1988 North Hills Boulevard \(\sim\) West (North of Beckwourth Drive)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & & \\
\hline Boarding area cross slope is greater than adjacent street grade & & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & & \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


Transit Stop Signage

\section*{Opinion of Probable Construction Cost Disclaimer:}

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1991 S Virginia Street ~ East (North of Meadowood Mall Way)

Kimley-Horn and Associates, Inc. George Farris Drive ~ South (East of Legends Bay Drive)


Boarding/Alighting Area


Shelter/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 1999 George Farris Drive ~ South (East of Legends Bay Drive)

\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & & \\
\hline Boarding area width is less than 60" & & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline Boarding area cross slope is greater than adjacent street grade & & Remove and replace boarding area \\
\hline Heaving/Sinking/Cracking present in the boarding area & X & Remove and replace boarding area \\
\hline Ponding present in the boarding area & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline Transition at connection to the curb is greater than 0.25"' & X & Fix connection transition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
\hline Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk & & \\
\hline Temporary obstruction ( \(>0.25\) ") in transit stop sidewalk & & \\
\hline Transition at connection to sidewalk network is greater than \(0.25{ }^{\prime \prime}\) & & \\
\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & X & Install transit stop signage \\
\hline Transit stop signage is non-compliant & & \\
\hline No clear space adjacent to stand-alone bench & & \\
\hline Stand-alone bench clear space length is less than 48" & & \\
\hline Stand-alone bench clear space width is less than 30" & & \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & & \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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Kimley-Horn and Associates, Inc. S Meadows Parkway ~ South (East of Lauren Court)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2009 S Meadows Parkway ~ South (East of Lauren Court)

Kimley-Horn and Associates, Inc. S Meadows Parkway ~ South (East of Prairie Dog)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2010 S Meadows Parkway ~ South (East of Prairie Dog)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2011 S Meadows Parkway ~ South (West of Evergreen Street)

\begin{tabular}{|l|r|r|}
\hline Kimley-Horn and Associates, Inc. & Double Diamond Parkway ~ East (North of S Meadows Parkway) \\
\hline Photographs 2012 \\
\hline
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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Kimley-Horn and Associates, Inc. Double Diamond Parkway ~ East (North of Sandhill Road)
Photographs 2013


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2013 Double Diamond Parkway ~ East (North of Sandhill Road)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2017 Prototype Drive ~ West (South of Double Diamond Parkway)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2020 W Peckham Lane ~ North (West of S Virginia Street)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area & & \\
\hline \multicolumn{3}{|l|}{Transition at connection to the curb is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{Transit Stop Sidewalk Issues}} \\
\hline Transit Stop Sidewalk Issues & & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{}} \\
\hline & & \\
\hline Transit stop signage is non-compliant & \(\times\) & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Shelter clear space running slope is greater than \(2 \%\) Shelter opening clear width is less than 32"}} \\
\hline & & \\
\hline
\end{tabular}
Kimley-Horn and Associates, Inc. Neil Road ~ East (North of Riley Avenue)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline Boarding area length is less than 96" & X & \multirow{6}{*}{Remove and replace boarding area} \\
\hline \multicolumn{2}{|l|}{Boarding area width is less than 60"} & \\
\hline Boarding area running slope is greater than \(2 \%\) & X & \\
\hline \multicolumn{2}{|l|}{Boarding area cross slope is greater than adjacent street grade} & \\
\hline Heaving/Sinking/Cracking present in the boarding area & & \\
\hline \multicolumn{2}{|l|}{Ponding present in the boarding area} & \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Ponding present in the sidewalk network} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network} \\
\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Transition at connection to sidewalk network is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{No transit stop signage} \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space width is less than \(30^{\prime \prime}\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Stand-alone bench clear space running slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{3}{|l|}{Shelter clear space length is less than 48"} \\
\hline \multicolumn{3}{|l|}{Shelter clear space width is less than 30"'} \\
\hline \multicolumn{3}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Sheiter opening clear width is less than 32"}} \\
\hline & & \\
\hline
\end{tabular}


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 2027 Neil Road ~ West (North of Riley Avenue)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Boarding area does not exist} \\
\hline \multicolumn{3}{|l|}{Boarding area length is less than 96"} \\
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\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction (>0.25") in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25{ }^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than \(0.25{ }^{\text {" }}\) & X & Fix connection transition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slowe is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
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\hline \multicolumn{3}{|l|}{Transition at connection to boarding area is greater than 0.25"} \\
\hline \multicolumn{3}{|l|}{\multirow[b]{2}{*}{Transit Stop Sidewalk Issues Possible Solutions}} \\
\hline Transit Stop Sidewalk Issues & Issue Exists & \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
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\hline \multicolumn{3}{|l|}{} \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
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\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline \multicolumn{3}{|l|}{No clear space adjacent to stand-alone bench} \\
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\hline \multicolumn{3}{|l|}{No clear space under shelter} \\
\hline \multicolumn{2}{|l|}{Sheiter clear space length is less than 48"} & \multirow{4}{*}{Remove and replace clear space} \\
\hline Shelter clear space width is less than 30" & X & \\
\hline \multicolumn{2}{|l|}{Shelter clear space cross slope is greater than \(2 \%\)} & \\
\hline Shelter clear space running slope is greater than \(2 \%\) & & \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}


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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2030 Sutro Street ~ East (North of E 7th Street)

\begin{tabular}{|l|r}
\hline Kimley-Horn and Associates, Inc. & Sutro Street \(\sim\) West (South of Blazing Star Drive) \\
\hline Ghotographs & GPS ID:
\end{tabular}


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2031 Sutro Street ~ West (South of Blazing Star Drive)



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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2034 Sky Vista Parkway ~ North (West of Vista Knoll Parkway)



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 2041 Herz Boulevard ~ West (North of Mt Rose Highway)

\begin{tabular}{|lc|}
\hline Kimley-Horn and Associates, Inc. & Kirman Avenue ~ East (South of Casazza Drive) \\
\hline Photographs & GPS ID: \\
\hline
\end{tabular}


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2050 Kirman Avenue ~ East (South of Casazza Drive)

Kimley-Horn and Associates, Inc. S Wells Avenue ~ East (North of Crampton Street)


Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2051 S Wells Avenue ~ East (North of Crampton Street)




Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2062 Terminal Way ~ West (South of E Plumb Lane)

\begin{tabular}{|c|c|c|}
\hline \multicolumn{3}{|l|}{Field Observations} \\
\hline Boarding Area Issues & Issue Exists & Possible Solutions \\
\hline Boarding area does not exist & & \\
\hline Boarding area length is less than 96" & X & \multirow[t]{2}{*}{Increase boarding area size} \\
\hline Boarding area width is less than 60" & & \\
\hline \multicolumn{3}{|l|}{Boarding area running slope is greater than \(2 \%\)} \\
\hline \multicolumn{3}{|l|}{Boarding area cross slope is greater than adjacent street grade} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Ponding present in the boarding area} \\
\hline \multicolumn{3}{|l|}{Permanent obstruction ( \(>0.255^{\prime \prime}\) ) in boarding area} \\
\hline \multicolumn{3}{|l|}{Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in boarding area} \\
\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline \multicolumn{3}{|l|}{Boarding area is missing a connection to the street or sidewalk network} \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Sidewalk network width is less than 48"} \\
\hline \multicolumn{3}{|l|}{Sidewalk network cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the sidewalk network} \\
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\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline \multicolumn{3}{|l|}{Transit stop sidewalk cross slope is greater than 2\%} \\
\hline \multicolumn{3}{|l|}{Heaving/Sinking/Cracking present in the transit stop sidewalk} \\
\hline \multicolumn{3}{|l|}{Ponding present in the transit stop sidewalk} \\
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\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
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\hline \multicolumn{3}{|l|}{Stand-alone bench clear space cross slope is greater than 2\%} \\
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\end{tabular}}} \\
\hline & & \\
\hline \multicolumn{3}{|l|}{Shelter clear space running slope is greater than \(2 \%\)} \\
\hline Shelter opening clear width is less than 32" & & \\
\hline
\end{tabular}
\(\qquad\)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2070 Selmi Dr ~ South (East of Sutro St)

Kimley-Horn and Associates, Inc.


Boarding/Alighting Area


Adjacent Sidewalk Network

Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2072 Selmi Dr ~ North (West of Clear Acre Ln)



Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2073 Selmi Dr ~ South (West of Clear Acre Ln)



Adjacent Sidewalk Network


Transit Stop Signage

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\begin{tabular}{|c|c|c|}
\hline Field Observations & & \\
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\hline Ponding present in the boarding area & & \\
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\hline Transition at connection to the curb is greater than 0.25" & X & Fix connection transitition \\
\hline Boarding area is missing a connection to the street or sidewalk network & & \\
\hline & & \\
\hline Adjacent Sidewalk Network Issues & Issue Exists & Possible Solutions \\
\hline Sidewalk network width is less than 48"] & & \\
\hline Sidewalk network cross slope is greater than \(2 \%\) & & \\
\hline Heaving/Sinking/Cracking present in the sidewalk network & & \\
\hline Ponding present in the sidewalk network & & \\
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\hline Temporary obstruction ( \(>0.25^{\prime \prime}\) ) in sidewalk network & & \\
\hline Transition at connection to boarding area is greater than 0.25" & & \\
\hline & & \\
\hline Transit Stop Sidewalk Issues & Issue Exists & Possible Solutions \\
\hline Transit stop sidewalk cross slope is greater than 2\% & & \\
\hline Heaving/Sinking/Cracking present in the transit stop sidewalk & & \\
\hline Ponding present in the transit stop sidewalk & & \\
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\hline & & \\
\hline Transit Stop Amenity Issues & Issue Exists & Possible Solutions \\
\hline No transit stop signage & & \\
\hline Transit stop signage is non-compliant & X & Remove and replace transit stop signage \\
\hline No clear space adjacent to stand-alone bench & & \\
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\hline Stand-alone bench clear space width is less than 30" & & Remove and replace clear space \\
\hline Stand-alone bench clear space cross slope is greater than \(2 \%\) & X & Remove and replace clear space \\
\hline Stand-alone bench clear space running slope is greater than \(2 \%\) & & \\
\hline No clear space under shelter & & \\
\hline Shelter clear space length is less than 48" & & \\
\hline Shelter clear space width is less than 30" & & \\
\hline Shelter clear space cross slope is greater than \(2 \%\) & & \\
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\hline
\end{tabular}



Boarding/Alighting Area


Stand-Alone Bench/Clear Space


Adjacent Sidewalk Network


Transit Stop Signage

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DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community
End of Project Description for Project 2075 Sutro St \(\sim\) West (South of Selmi Dr)

Kimley-Horn and Associates, Inc. E6th Street ~ South (East of Eureka Avenue)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 7513 E 6th Street ~ South (East of Eureka Avenue)

Kimley-Horn and Associates, Inc. E6 6th Street ~ North (West of Wells Avenue)


Boarding/Alighting Area


Adjacent Sidewalk Network


Transit Stop Signage

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End of Project Description for Project 7569 E 6th Street ~ North (West of Wells Avenue)

\section*{[ADA Transition Plan}

\section*{APPENDIX E}

\section*{BUILDING FACILITY REPORTS}

\section*{Regional Transportation Commission of Washoe County ADA Self-Evaluation and Transition Plan Update Building Cost Projection Summary \\ 3/12/2019}
\begin{tabular}{|r|l|r|}
\hline GPS ID & \multicolumn{1}{|c|}{ Project Name } & Cost Projection \\
\hline 1 & RIDE Maintenance Facility & \(\$ 109,080\) \\
\hline 2 & Administration Offices & \(\$ 130,579\) \\
\hline 3 & ACCESS Maintenance Facility & \(\$ 144,990\) \\
\hline 4 & Centennial Plaza & \(\$ 51,941\) \\
\hline 5 & 4th Street Station & \(\$ 38,138\) \\
\hline 6 & 6 6th Street Bus Storage Yard & \(\$ 10,125\) \\
\hline & \(\$ 484,853\) \\
\hline
\end{tabular}

\section*{Site Accessibility Evaluation}


Prepared By
Barriers ..... 3
North Parking ..... 3
MFO Exterior Pathway ..... 6
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MFO West Restroom ..... 39
MFO Breakroom West ..... 42
MFO West Men's Restroom ..... 45
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MFO East Mens Locker Room ..... 78
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MFO East Classroom ..... 116
MFO East Breakroom ..... 119
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The references to the 1991 ADAAG may include asterisks which indicate that nonmandatory material is provided in the 1991 ADAAG Appendix. In the 1991 ADAAG Appendix, the corresponding paragraph numbers are preceded by an \(A\).

\section*{North Parking}

\section*{Barrier: 1}

The access aisle is not a minimum \(5^{\prime}\) wide.

\section*{Citation:}

2010 ADAS Section: 502.3.1

1991 ADAAG Section:
4.1.2(1)

Current Condition:
56"

\section*{Budget Cost:}

Base Cost: \$300.00
Contingency Cost: \(\$ 45.00\)
Design Cost: \(\$ 60.00\)
Total Cost: \$405.00

\section*{Possible Solutions:}

Restripe access aisle so it is a minimum of 5 ' wide for the entire length of the aisle.

\section*{Barrier Priority:}

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) - moderately out of compliance


Barrier \#1 Additional Barrier Photos


\section*{North Parking}

\section*{Barrier: 2}

The striping and markings for the accessible parking stalls, loading/unloading access aisle are dilapidated and in need of repair and/or maintenance.

\section*{Citation:}

2010 ADAS Section: 502.3.3

Current Condition:
Striping is dilapidated

\section*{Budget Cost:}

Base Cost: \(\$ 300.00\)
Contingency Cost: \$45.00
Design Cost: \(\$ 60.00\)
Total Cost: \$405.00

\section*{Possible Solutions:}

Restripe access aisle.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{MFO Exterior Pathway}

\section*{Barrier: 3}

The mailbox is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
55"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate the mailbox so the opening is mounted no higher than 48 " above sidewalk.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#3 Additional Barrier Photos}


\section*{MFO Exterior Pathway}

\section*{Barrier: 4}

The surface at the bottom of the curb ramp exceeds a \(5 \%\) slope immediately adjacent to the curb ramp.

\section*{Citation:}

2010 ADAS Section: 406.2
1991 ADAAG Section: 4.7.2

Current Condition: Budget Cost:
5.6\%

Base Cost: \$1,500.00

Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconstruct to provide 5\% maximum slope at bottom of curb ramp.

\section*{Barrier Priority:}

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) - moderately out of compliance


\section*{Barrier \#4 Additional Barrier Photos}


\section*{MFO Exterior Pathway}

\section*{Barrier: 5}

The surface at the bottom of the curb ramp exceeds a \(5 \%\) slope immediately adjacent to the curb ramp.

\section*{Citation:}

2010 ADAS Section: 406.2
1991 ADAAG Section: 4.7.2

Current Condition: Budget Cost:
6.4\%

Base Cost: \$1,500.00

Contingency Cost: \(\$ 225.00\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconstruct to provide maximum 5\% of bottom of curb ramp.

\section*{Barrier Priority:}

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) - moderately out of compliance

\(\qquad\) - curb ramp slope

\section*{Barrier \#5 Additional Barrier Photos}


\section*{MFO Exterior Pathway}

\section*{Barrier: 6}

The surface at the bottom of the curb ramp exceeds a \(5 \%\) slope immediately adjacent to the curb ramp.

\section*{Citation:}

2010 ADAS Section: 406.2
1991 ADAAG Section: 4.7.2

Current Condition:
6.4\%

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconstruct to provide 5\% maximum slope at bottom of curb ramp.

\section*{Barrier Priority:}

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) - moderately out of compliance

slope


\section*{Barrier \#6 Additional Barrier Photos}


\section*{MFO Exterior Pathway}

\section*{Barrier: 7}

The transition from the curb ramp to the walk, gutter or street is sloped greater than 5\%.

\author{
Citation: \\ 1991 ADAAG Section: 4.7.2 \\ Current Condition: \\ 6.3\% \\ Budget Cost: \\ Base Cost: \$1,500.00 \\ Contingency Cost: \(\$ 225.00\) \\ Design Cost: \(\$ 300.00\) \\ Total Cost: \$2,025.00
}

\section*{Possible Solutions:}

Reconstruct to provide 5\% maximum slope at bottom of curb ramp.

\section*{Barrier Priority:}

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) - moderately out of compliance


\section*{Barrier \#7 Additional Barrier Photos}


\section*{MFO Exterior Pathway}

\section*{Barrier: 8}

The transition from the curb ramp to the walk, gutter or street is sloped greater than \(5 \%\).

Citation:
1991 ADAAG Section: 4.7.2

Current Condition:
6.9\%

Budget Cost:
Base Cost: \$1,500.00
Contingency Cost: \$225.00
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconstruct to provide 5\% maximum slope at bottom of curb ramp.

\section*{Barrier Priority:}

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) - moderately out of compliance


\section*{Barrier \#8 Additional Barrier Photos}


\section*{MFO Exterior Pathway}

\section*{Barrier: 9}

The walkway contains abrupt vertical edges and/or variations over a 1/4".

\section*{Citation:}

2010 ADAS Section: 303.3, 303.2

1991 ADAAG Section: 4.5.2

Current Condition:
1/2"


\section*{Budget Cost:}

Base Cost: \(\$ 500.00\)
Contingency Cost: \(\$ 75.00\)
Design Cost: \(\$ 100.00\)
Total Cost: \(\$ 675.00\)

\section*{Possible Solutions:}

Repair both areas to provide flush condition.

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


Barrier \#9 Additional Barrier Photos


Barrier \#9 Additional Barrier Photos


\section*{MFO Exterior Pathway}

\section*{Barrier: 10}

The curb ramp slope exceeds the maximum running slope (direction of travel) allowable of 8.33\%.

\section*{Citation:}

2010 ADAS Section: 406.1
1991 ADAAG Section: 4.8.2

\section*{Current Condition:}
9.2\%

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Replace curb ramp.

\section*{Barrier Priority:}

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) - moderately out of compliance


\section*{Barrier \#10 Additional Barrier Photos}


\section*{MFO Exterior Pathway}

\section*{Barrier: 11}

The landing on the pull side of the doors does not extend far enough on the latch side.

\section*{Citation:}

2010 ADAS Section:
404.2.4.1

1991 ADAAG Section:
4.13.6

Current Condition:
8.5"
8.5

\section*{Budget Cost:}

Base Cost: \$1,300.00
Contingency Cost: \(\$ 195.00\)
Design Cost: \(\$ 260.00\)
Total Cost: \$1,755.00

\section*{Possible Solutions:}

Install automatic door opener.

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#11 Additional Barrier Photos}


\section*{MFO Exterior Pathway}

\section*{Barrier: 12}

Maneuvering space for doors or gates on the pull side with a front approach must be flat ( \(2 \%\) max. slope in any direction) for a minimum distance of 60 inches in the direction of travel.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & \(6.3 \%\) & Base Cost: \(\$ 2,500.00\) \\
404.2.4.1 & & Contingency Cost: \(\$ 375.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 500.00\) \\
4.13.6 & & Total Cost: \(\$ 3,375.00\)
\end{tabular}

\section*{Possible Solutions:}

Modify sidewalk to provide maximum \(\mathbf{2 \%}\) slope.

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#12 Additional Barrier Photos}


\section*{Villanova MFO West}

\section*{Barrier: 13}

The kitchen countertop is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
36.5"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify counter top to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#13 Additional Barrier Photos


\section*{Villanova MFO West}

\section*{Barrier: 14}

The transaction counter is too high.

\section*{Citation:}

2010 ADAS Section:
904.4.2, 904.4.1

1991 ADAAG Section:
7.2(1)

\section*{Current Condition:}
49.5"
5.5


\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify the counter to provide a \(36^{\prime \prime}\) length of counter at 36 " high maximum.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#14 Additional Barrier Photos


\section*{Barrier \#14 Additional Barrier Photos}


\section*{Villanova MFO West}

\section*{Barrier: 15}

The door/gate operating hardware is not accessible.

\section*{Citation:}

2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

5 doors with knobs

\section*{Budget Cost:}

Base Cost: \$1,875.00
Contingency Cost: \$281.25
Design Cost: \$375.00
Total Cost: \$2,531.25

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#15 Additional Barrier Photos


Barrier \#15 Additional Barrier Photos


Barrier \#15 Additional Barrier Photos


\section*{Villanova MFO West}

\section*{Barrier: 16}

The door has a door stop which prevents it from having a smooth surface within \(10^{\prime \prime}\) of the floor.

\section*{Citation:}

2010 ADAS Section:
404.2.10

\section*{Current Condition:}

Door stop mounted within 10" of floor

\section*{Budget Cost:}

Base Cost: \$50.00
Contingency Cost: \(\$ 7.50\)
Design Cost: \$10.00
Total Cost: \$67.50

\section*{Possible Solutions:}

Remove doorstop.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#16 Additional Barrier Photos


\section*{Barrier \#16 Additional Barrier Photos}


\section*{MFO West Restroom}

Barrier: 17

The wall sign is incorrectly located.

\section*{Citation:}

2010 ADAS Section: 703.4.1

Current Condition:
Sign mounted on door

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \$25.00
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate room sign to the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{MFO West Restroom}

Barrier: 18

The rear grab bar does not extend adequately past the centerline of the toilet on the wall side.

\section*{Citation:}

2010 ADAS Section: 604.5.2

1991 ADAAG Section:
4.17.6

\section*{Current Condition:}

11"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Remount rear grab bar so it extends from the centerline of the water closet 12 " minimum on the wall side and 24 " minimum on the wide side.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level \(4 \& 5\) ) - severely out of compliance


\section*{Barrier \#18 Additional Barrier Photos}


\section*{MFO Breakroom West}

\section*{Barrier: 19}

The kitchen countertop is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
36"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify counter top to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#19 Additional Barrier Photos}


\section*{MFO Breakroom West}

\section*{Barrier: 20}

The there is no drinking fountain for standing persons.

\section*{Citation:}

2010 ADAS Section: 602.7

1991 ADAAG Section:
4.15.2, 4.1.3(10)(a)

Current Condition:
Standing person fountain missing

\section*{Budget Cost:}

Base Cost: \$3,800.00
Contingency Cost: \(\$ 570.00\)
Design Cost: \$760.00
Total Cost: \$5,130.00

\section*{Possible Solutions:}

Install an additional unit for standing persons.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO West Men's Restroom}

\section*{Barrier: 21}

The wall sign is incorrectly located and does not include raised characters or braille.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characters/braille

\section*{Budget Cost:}

Base Cost: \(\$ 250.00\)
Contingency Cost: \$37.50
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{MFO West Men's Restroom}

\section*{Barrier: 22}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5
1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ \mathbf{2 7 0 . 0 0}\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO West Men's Restroom}

Barrier: 23

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4

1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Faucet controls require twisting of the wrist

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO West Men's Restroom}

Barrier: 24

The top rim of the lavatory or the counter is too high.

\section*{Citation:}

2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
34.5"

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \$400.00
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#24 Additional Barrier Photos}


\section*{MFO West Men's Restroom}

Barrier: 25

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

Current Condition:
43"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#25 Additional Barrier Photos}


\section*{MFO West Men's Restroom}

Barrier: 26

The room contains 1 toilet compartment which is only 42 " wide.

Citation:
2010 ADAS Section: 213.3.1

\section*{Current Condition:}

No accessible toilet compartment

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a compartment that is a minimum of 60 " wide.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#26 Additional Barrier Photos}


\section*{MFO West Men's Restroom}

\section*{Barrier: 27}

The urinal is located in an area that does not provide the required clear floor space for a front approach.

\section*{Citation:}

2010 ADAS Section: 605.3
1991 ADAAG Section:
4.18.3

\section*{Current Condition:}
26.75"
.

Budget Cost:
Base Cost: \(\$ 700.00\)
Contingency Cost: \(\$ 105.00\)
Design Cost: \(\$ 140.00\)
Total Cost: \(\$ 945.00\)

\section*{Possible Solutions:}

Modify partitions to achieve a clear 36" opening for a front approach.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)



URINAL CLEAR SPACE PARTITION 24" OR LESS

\section*{Barrier \#27 Additional Barrier Photos}


\section*{MFO West Women's Restroom}

\section*{Barrier: 28}

The wall sign is incorrectly located and does not include raised characters or braille.

\section*{Citation:}

2010 ADAS Section: 703.4.1

Current Condition:
Sign incorrectly located/no raised characters/braille

\section*{Budget Cost:}

Base Cost: \$250.00
Contingency Cost: \$37.50
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{MFO West Women's Restroom}

\section*{Barrier: 29}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not
adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO West Women's Restroom}

Barrier: 30

The faucet controls require twisting of the wrist.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: 606.4 & Faucet controls require & Base Cost: \(\$ 400.00\) \\
& twisting of the wrist & Contingency Cost: \(\$ 60.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 80.00\) \\
4.19 .5 & Total Cost: \(\$ 540.00\)
\end{tabular}

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO West Women's Restroom}

Barrier: 31

The top rim of the lavatory or the counter is too high.

\section*{Citation:}

2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
34.5"

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \$400.00
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#31 Additional Barrier Photos}


\section*{MFO West Women's Restroom}

Barrier: 32

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

Current Condition:
43"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#32 Additional Barrier Photos}


\section*{MFO West Women's Restroom}

Barrier: 33

The compartment door is not self closing.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
A4.17.5

Current Condition:
No self-closing door

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO West Women's Restroom}

\section*{Barrier: 34}

The water closet compartment door is missing a loop handle on the inside.

Citation:
2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
4.17.5

Current Condition:
Missing inside loop handle


\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO West Women's Restroom}

Barrier: 35

The coat hook is installed greater than 48 " above the finished floor.

\section*{Citation:}

2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
58"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#35 Additional Barrier Photos}


\section*{MFO West Women's Restroom}

Barrier: 36

There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible
Citation: Current Condition: Budget Cost:

2010 ADAS Section: 213.3.1 42" wide
Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Reconfigure partitions to \(60^{\prime \prime}\) wide.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO West Women's Restroom}

Barrier: 37

The feminine product dispenser is not accessible because it requires tight grasping, pinching or twisting of the wrist. The moveable bench obstructs the clear floor space.

\section*{Citation:}

2010 ADAS Section: 309.4
1991 ADAAG Section:
4.27 .4

\section*{Current Condition:}

Tight grasping and twisting operations/bench obstructs clear floor space

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Remove or replace with an accessible dispenser. If new dispenser is provided, height of controls must be 48" maximum above the floor. Relocate moveable bench.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#37 Additional Barrier Photos}


\section*{MFO Fountain West}

Barrier: 38

The there is no drinking fountain for standing persons.

\section*{Citation:}

2010 ADAS Section: 602.7

1991 ADAAG Section:
4.15.2, 4.1.3(10)(a)

\section*{Current Condition:}

Standing person fountain missing

\section*{Budget Cost:}

Base Cost: \$3,800.00
Contingency Cost: \(\$ 570.00\)
Design Cost: \$760.00
Total Cost: \$5,130.00

\section*{Possible Solutions:}

Install an additional unit for standing persons.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Breakroom}

Barrier: 39

The kitchen countertop is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
36"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify counter top to provide 34" maximum height

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#39 Additional Barrier Photos}


\section*{MFO East Breakroom}

\section*{Barrier: 40}

The paper towel dispenser projects more than 4" into the circulation path.

\section*{Citation:}

2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

Current Condition:
9.5"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate paper towel dispenser where it is not within the circulation path. When relocated, the controls must be 48" maximum above the floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#40 Additional Barrier Photos}


\section*{MFO East Breakroom}

\section*{Barrier: 41}

The door/gate operating hardware is not accessible.

\section*{Citation:}

2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

2 knobs

\section*{Budget Cost:}

Base Cost: \(\$ 750.00\)
Contingency Cost: \(\$ 112.50\)
Design Cost: \$150.00
Total Cost: \$1,012.50

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#41 Additional Barrier Photos}


\section*{MFO East Breakroom}

\section*{Barrier: 42}

The door has a door stop which prevents it from having a smooth surface at the bottom.

\section*{Citation:}

2010 ADAS Section:
404.2.10

\section*{Current Condition:}

Door stop mounted within 10" of floor

\section*{Budget Cost:}

Base Cost: \(\$ 50.00\)
Contingency Cost: \(\$ 7.50\)
Design Cost: \$10.00
Total Cost: \$67.50

\section*{Possible Solutions:}

Remove doorstop.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Mens Locker Room}

\section*{Barrier: 43}

The wall sign is incorrectly located and does not include raised characters or braille.

Citation:
2010 ADAS Section: 703.4.1

Current Condition:
Sign incorrectly located/no raised characters/braille.

\section*{Budget Cost:}

Base Cost: \(\$ \mathbf{2 5 0 . 0 0}\)
Contingency Cost: \$37.50
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{MFO East Mens Locker Room}

\section*{Barrier: 44}

The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door.

\author{
Citation: \\ 2010 ADAS Section: \\ Current Condition: \\ 4" \\ 404.2.4.1 \\ 1991 ADAAG Section: \\ 4.13.6 \\ \section*{Budget Cost:} \\ Base Cost: \$1,300.00 \\ Contingency Cost: \(\$ 195.00\) \\ Design Cost: \(\$ 260.00\) \\ Total Cost: \$1,755.00
}

\section*{Possible Solutions:}

Install automatic door opener.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#44 Additional Barrier Photos}


\section*{MFO East Mens Locker Room}

\section*{Barrier: 45}

There is no compliant bench in the locker room.

\section*{Citation:}

2010 ADAS Section: 903.4
1991 ADAAG Section:
4.37.1

\section*{Current Condition:}

No accessible bench

\section*{Budget Cost:}

Base Cost: \(\$ 500.00\)
Contingency Cost: \(\$ 75.00\)
Design Cost: \(\$ 100.00\)
Total Cost: \(\$ 675.00\)

\section*{Possible Solutions:}

Install an accessible bench.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#45 Additional Barrier Photos}


\section*{MFO East Mens Locker Room}

\section*{Barrier: 46}

The paper towel dispenser projects more than 4" into the circulation path.

\section*{Citation:}

2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

Current Condition:
9.5"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate the dispenser to a location where it is not within the circulation path. When relocated, the controls must be 48" maximum above the floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#46 Additional Barrier Photos}


\section*{MFO East Mens Locker Room}

\section*{Barrier: 47}

There are no accessible bathing or shower facilities.

\section*{Citation:}

2010 ADAS Section: 213.3.6

1991 ADAAG Section:
4.1.3(1)(a)

Current Condition:
No accessible shower

\section*{Budget Cost:}

Base Cost: \$4,000.00
Contingency Cost: \(\$ 600.00\)
Design Cost: \$800.00
Total Cost: \$5,400.00

\section*{Possible Solutions:}

Modify shower to provide an accessible shower compartment.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#47 Additional Barrier Photos


\section*{MFO East Mens Locker Room}

\section*{Barrier: 48}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

Current Condition:
Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Mens Locker Room}

\section*{Barrier: 49}

The faucet controls require twisting of the wrist.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: 606.4 & Faucet controls require & Base Cost: \(\$ 400.00\) \\
1991 ADAAG Section: & twisting of the wrist & Contingency Cost: \(\$ 60.00\) \\
4.19.5 & & Design Cost: \(\$ 80.00\) \\
& & Total Cost: \(\$ 540.00\)
\end{tabular}

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#49 Additional Barrier Photos}


\section*{MFO East Mens Locker Room}

Barrier: 50

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

\section*{Current Condition:}

42"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#50 Additional Barrier Photos}


\section*{MFO East Mens Locker Room}

\section*{Barrier: 51}

There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible

\section*{Citation:}

2010 ADAS Section: 213.3.1

\section*{Current Condition:}

42" wide/flush control wrong side

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a compartment that is a minimum of \(60^{\prime \prime}\) wide. Modify water closet to provide flush on open side.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#51 Additional Barrier Photos}


\section*{MFO East Mens Locker Room}

\section*{Barrier: 52}

Accessible lockers are not provided. \(5 \%\) but not less than one of each type of locker must be accessible. Lockers of different size are considered different types.

\section*{Citation:}

2010 ADAS Section: 225.2.1
1991 ADAAG Section:
4.1.3(1)(a)

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\$ 225.00\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify lockers to provide 5\% accessible lockers.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Women's Locker Room}

Barrier: 53

The wall sign is incorrectly located and does not include raised characters or braille.

Citation:
2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characters/braille

\section*{Budget Cost:}

Base Cost: \$250.00
Contingency Cost: \$37.50
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Women's Locker Room}

\section*{Barrier: 54}

The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door.

\author{
Citation: \\ 2010 ADAS Section: \\ Current Condition: \\ 4" \\ 404.2.4.1 \\ 1991 ADAAG Section: \\ 4.13.6 \\ \section*{Budget Cost:} \\ Base Cost: \$1,300.00 \\ Contingency Cost: \(\$ 195.00\) \\ Design Cost: \$260.00 \\ Total Cost: \$1,755.00
}

\section*{Possible Solutions:}

Install automatic door opener.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#54 Additional Barrier Photos}


\section*{MFO East Women's Locker Room}

Barrier: 55

There is no compliant bench in the locker room.

\section*{Citation:}

2010 ADAS Section: 903.4

1991 ADAAG Section:
4.37.1

\section*{Current Condition:}

No accessible bench

\section*{Budget Cost:}

Base Cost: \(\$ 500.00\)
Contingency Cost: \$75.00
Design Cost: \(\$ 100.00\)
Total Cost: \(\$ 675.00\)

\section*{Possible Solutions:}

Install accessible bench.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#55 Additional Barrier Photos}


\section*{MFO East Women's Locker Room}

Barrier: 56

Accessible lockers are not provided. 5\% but not less than one of each type of locker must be accessible. Lockers of different size are considered different types.

\section*{Citation:}

2010 ADAS Section: 225.2.1
1991 ADAAG Section:
4.1.3(1)(a)

Current Condition:
53"


\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify lockers to provide 5\% accessible lockers.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#56 Additional Barrier Photos}


\section*{MFO East Women's Locker Room}

\section*{Barrier: 57}

The feminine product dispenser is not accessible because it requires tight grasping, pinching or twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 309.4

1991 ADAAG Section:
4.27.4

\section*{Current Condition:}

Dispenser requires tight grasping and twisting

Budget Cost:
Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Remove or replace with an accessible dispenser. If new dispenser is provided, height of controls must be \(48^{\prime \prime}\) maximum above the floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Women's Locker Room}

Barrier: 58

There are no accessible shower facilities.

\section*{Citation:}

2010 ADAS Section: 213.3.6

1991 ADAAG Section:
4.1.3(1)(a)

Current Condition:
No accessible shower

\section*{Budget Cost:}

Base Cost: \$4,000.00
Contingency Cost: \(\$ 600.00\)
Design Cost: \$800.00
Total Cost: \$5,400.00

\section*{Possible Solutions:}

Modify shower to provide an accessible shower compartment.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#58 Additional Barrier Photos}


\section*{MFO East Women's Locker Room}

Barrier: 59

The coat hook is installed greater than 48 " above the finished floor.

Citation:
2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
70"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#59 Additional Barrier Photos}


\section*{MFO East Women's Locker Room}

Barrier: 60

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

Current Condition:
Drain pipes are not adequately insulated.

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Women's Locker Room}

Barrier: 61

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4
1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Faucet requires twisting of the wrist.

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#61 Additional Barrier Photos}


\section*{MFO East Women's Locker Room}

Barrier: 62

The top rim of the lavatory or the counter is too high.

\section*{Citation:}

2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
35"

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \$400.00
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#62 Additional Barrier Photos}


\section*{MFO East Women's Locker Room}

Barrier: 63

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

Current Condition:
43"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#63 Additional Barrier Photos}


\section*{MFO East Women's Locker Room}

\section*{Barrier: 64}

There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible

\section*{Citation:}

2010 ADAS Section: 213.3.1

Current Condition:
39.5" wide

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a compartment that is a minimum of \(60^{\prime \prime}\) wide. Modify water closet to provide flush on open side.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#64 Additional Barrier Photos


\section*{MFO East Classroom}

Barrier: 65

The door/gate operating hardware is not accessible at \(\mathbf{2}\) doors.

\section*{Citation:}

2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

Knob hardware/2 doors

\section*{Budget Cost:}

Base Cost: \$750.00
Contingency Cost: \(\$ 112.50\)
Design Cost: \(\$ 150.00\)
Total Cost: \$1,012.50

\section*{Possible Solutions:}

Replace with lever style door hardware at the 2 doors.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#65 Additional Barrier Photos}


\section*{MFO East Classroom}

Barrier: 66

The door has a door stop which prevents it from having a smooth surface at the bottom.

\section*{Citation:}

2010 ADAS Section:
404.2.10

\section*{Current Condition:}

Door stop mounted within 10" of floor

\section*{Budget Cost:}

Base Cost: \$50.00
Contingency Cost: \(\$ 7.50\)
Design Cost: \$10.00
Total Cost: \$67.50

\section*{Possible Solutions:}

Remove doorstop.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Breakroom}

Barrier: 67

The kitchen countertop is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
36"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify sink to provide 34" maximum height

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#67 Additional Barrier Photos}


\section*{MFO East Breakroom}

Barrier: 68

The AED cabinet projects more than 4" into the circulation path.

\section*{Citation:}

2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

\section*{Current Condition:}

7"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Replace AED cabinet with recessed unit or relocate the unit out of the circulation path. Control for new unit must be 48" maximum above the floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#68 Additional Barrier Photos}


\section*{MFO East Breakroom}

Barrier: 69

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
62"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#69 Additional Barrier Photos}


\section*{MFO East Breakroom}

\section*{Barrier: 70}

The vending machine control is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
57"

\section*{Budget Cost:}

Base Cost: \(\$ 0.00\)
Contingency Cost: \$0.00
Design Cost: \(\$ 0.00\)
Total Cost: \(\$ 0.00\)

\section*{Possible Solutions:}

Contact vendor to provide accessible vending machine.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#70 Additional Barrier Photos}


\section*{MFO East Breakroom}

\section*{Barrier: 71}

The ramp does not have compliant handrails.

\section*{Citation:}

2010 ADAS Section: 505.1

1991 ADAAG Section:
4.8.5(1)

Current Condition:
Handrails missing

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \(\$ 400.00\)
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify ramp to provide a minimum of 36 " wide path with handrails on both sides.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Breakroom Men's Restroom}

\section*{Barrier: 72}

The wall sign is incorrectly located and does not include raised characters or braille.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characters/braille

\section*{Budget Cost:}

Base Cost: \$250.00
Contingency Cost: \$37.50
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{MFO East Breakroom Men's Restroom}

\section*{Barrier: 73}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5
1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not
adequately insulated.

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ \mathbf{2 7 0 . 0 0}\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Breakroom Men's Restroom}

\section*{Barrier: 74}

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4
1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Faucet requires twisting of the wrist.

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#74 Additional Barrier Photos}


\section*{MFO East Breakroom Men's Restroom}

Barrier: 75

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

Current Condition:
41"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \(\$ 15.00\)
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#75 Additional Barrier Photos}


\section*{MFO East Breakroom Men's Restroom}

\section*{Barrier: 76}

There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible

\section*{Citation:}

2010 ADAS Section: 213.3.1

\section*{Current Condition:}

42" wide

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a compartment that is a minimum of 60 " wide.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#76 Additional Barrier Photos


\section*{MFO East Breakroom Men's Restroom}

\section*{Barrier: 77}

The urinal is confined on three sides (alcove).

\section*{Citation:}

2010 ADAS Section: 305.7.1

1991 ADAAG Section:
4.2.4.2

Current Condition:
24"

\section*{Budget Cost:}

Base Cost: \(\$ 700.00\)
Contingency Cost: \(\$ 105.00\)
Design Cost: \$140.00
Total Cost: \$945.00

\section*{Possible Solutions:}

Modify partitions to achieve a clear 36" opening for a front approach.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#77 Additional Barrier Photos}


\section*{MFO East Breakroom Women's Restroom}

\section*{Barrier: 78}

The wall sign is incorrectly located and does not include raised characters or braille.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characters/braille

\section*{Budget Cost:}

Base Cost: \$250.00
Contingency Cost: \$37.50
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Breakroom Women's Restroom}

\section*{Barrier: 79}

The paper towel dispenser and feminine product dispenser projects more than 4 " into the circulation path.

Citation:
2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

\section*{Current Condition: \\ Budget Cost:}
9.5", 7"

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Relocate paper towel dispenser and feminine product dispenser where they are not within the circulation path.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#79 Additional Barrier Photos


\section*{MFO East Breakroom Women's Restroom}

Barrier: 80

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated.

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Breakroom Women's Restroom}

Barrier: 81

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4
1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

The faucet controls require twisting of the wrist.

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#81 Additional Barrier Photos}


\section*{MFO East Breakroom Women's Restroom}

Barrier: 82

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

\section*{Current Condition:}

41"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Breakroom Women's Restroom}

Barrier: 83

The feminine product dispenser is not accessible because it requires tight grasping, pinching or twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 309.4
1991 ADAAG Section:
4.27.4

\section*{Current Condition:}

Tight grasping and twisting operations

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Remove or replace with an accessible dispenser. If new dispenser is provided, height of controls must be 48" maximum above the floor. Relocate moveable bench.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{MFO East Breakroom Women's Restroom}

\section*{Barrier: 84}

There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible.

\section*{Citation:}

2010 ADAS Section: 213.3.1

\section*{Current Condition:}

42" wide/flush control on wrong side

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a compartment that is a minimum of 60" wide. Modify water closet flush control to be on open side.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#84 Additional Barrier Photos


Cost Summary
\begin{tabular}{|l|c|r|}
\hline Item & \# of Barriers & Total Item Cost \\
\hline High Priority & 10 & \(\$ 18,360.00\) \\
\hline Level 1 & 0 & \(\$ 0.00\) \\
\hline Level 2 & 3 & \(\$ 5,805.00\) \\
\hline Level 3 & 0 & \(\$ 0.00\) \\
\hline Level 4 & 7 & \(\$ 12,555.00\) \\
\hline Medium Priority & 8 & \(\$ 2,733.75\) \\
\hline Level 5 & 1 & \(\$ 405.00\) \\
\hline Level 6 & 6 & \(\$ 1,788.75\) \\
\hline Level 7 & 1 & \(\$ 540.00\) \\
\hline Level 8 & 0 & \(\$ 0.00\) \\
\hline Low Priority & 66 & \(\$ 87,986.25\) \\
\hline Level 9 & 0 & \(\$ 0.00\) \\
\hline Level 10 & 0 & \(\$ 0.00\) \\
\hline Level 11 & 66 & \(\$ 87,986.25\) \\
\hline Level 12 & 0 & \(\$ 0.00\) \\
\hline Priority Total & 84 & \(\$ 109,080.00\) \\
\hline
\end{tabular}

\section*{Site Accessibility Evaluation}


Prepared By
ACCESSOLOGY
(972) 434-0068
www.accessology.com
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\section*{Exterior Paths}

\section*{Barrier: 1}

The walkway contains abrupt vertical edges and/or variations over a 1/4".

\section*{Citation:}

2010 ADAS Section: 303.3, 303.2

1991 ADAAG Section: 4.5.2

Current Condition:
1/2"


\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Fill cracking pavement to alleviate cracked pavement with abrupt edges.

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


Barrier \#1 Additional Barrier Photos


\section*{Barrier \#1 Additional Barrier Photos}


\section*{Exterior Paths}

\section*{Barrier: 2}

The 30 " minimum by 48 " minimum clear floor space required at the door is not flat \((2 \%\) or \(1: 48\) maximum slope) in all directions.

\section*{Citation:}

2010 ADAS Section: 305.2
1991 ADAAG Section:
4.2.4.1

\section*{Current Condition:}
3.8\%

Budget Cost:
Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Modify a 30"x48" portion of pavement next to the door to achieve a level clear floor space.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level \(4 \& 5\) ) - severely out of compliance


\section*{Barrier \#2 Additional Barrier Photos}


\section*{Exterior Paths}

\section*{Barrier: 3}

The transition from the curb ramp to the walk, gutter or street is not flush and free of abrupt changes in level.

Citation:
2010 ADAS Section: 406.2
1991 ADAAG Section: 4.7.2

Current Condition:
1/2"

Budget Cost:
Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconfigure curb ramp to provide a flush transition from curb ramp to street.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#3 Additional Barrier Photos}


\section*{Exterior Paths}

\section*{Barrier: 4}

The curb ramp slope exceeds the maximum running slope (direction of travel) allowable of 8.33\%.

Citation:
2010 ADAS Section: 406.1

1991 ADAAG Section: 4.8.2

Current Condition:
11.8\%

Budget Cost:
Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconfigure curb ramp to provide a slope no more than \(8.3 \%\) (1:12).

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#4 Additional Barrier Photos


\section*{Exterior Paths}

Barrier: 5

The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(\mathbf{2 \%}\).

\section*{Citation:}

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:
4.3\%

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%).

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#5 Additional Barrier Photos


\section*{Exterior Paths}

\section*{Barrier: 6}

The curb ramp slope exceeds the maximum running slope (direction of travel) allowable of 8.33\%.

Citation:
2010 ADAS Section: 406.1
1991 ADAAG Section: 4.8.2

Current Condition:
11.8\%

Budget Cost:
Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconfigure ramp to provide a running slope no more than \(8.3 \%\) (1:12).

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#6 Additional Barrier Photos}


\section*{Exterior Paths}

\section*{Barrier: 7}

The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(\mathbf{2 \%}\).

Citation:
2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:
7.4\%

Budget Cost:
Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%).

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#7 Additional Barrier Photos


\section*{Exterior Paths}

\section*{Barrier: 8}

The 30 " minimum by 48 " minimum clear floor space required at the door is not flat \((2 \%\) or \(1: 48\) maximum slope) in all directions.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: 305.2 & \(3.4 \%\) & Base Cost: \(\$ 400.00\) \\
& & Contingency Cost: \(\$ 60.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 80.00\) \\
4.2.4.1 & Total Cost: \(\$ 540.00\)
\end{tabular}

\section*{Possible Solutions:}

Modify a 30"x48" portion of pavement next to the door to achieve a level clear floor space.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#8 Additional Barrier Photos}


\section*{Exterior Paths}

\section*{Barrier: 9}

The walkway contains abrupt vertical edges and/or variations over a 1/4".

Citation:
2010 ADAS Section: 303.3, 303.2

1991 ADAAG Section: 4.5.2

Current Condition:
1/2"
/2"

Budget Cost:
Base Cost: \(\$ 500.00\)
Contingency Cost: \$75.00
Design Cost: \(\$ 100.00\)
Total Cost: \(\$ 675.00\)

\section*{Possible Solutions:}

Repair sidewalk to provide a smooth surface with level changes less than \(1 / 4\) inch.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#9 Additional Barrier Photos}


\section*{Exterior Paths}

\section*{Barrier: 10}

The accessible route contains running slopes greater than \(5 \%\) and cross slopes greater than \(2 \%\) across the width of the walk and has not been constructed as a ramp (i.e. handrails, wheel guides, etc.).

\section*{Citation:}

2010 ADAS Section: 403.3
1991 ADAAG Section: 4.3.7

Current Condition:
2.9\% cross and 8.9\% run

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%) and running slope that is no greater than 1:20 (5\%).

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#10 Additional Barrier Photos


\section*{Exterior Paths}

\section*{Barrier: 11}

The landing at the top of the ramp has a slope greater than \(\mathbf{2 \%}\).

Citation:
2010 ADAS Section:
405.7.1, 405.7.1 Exception

1991 ADAAG Section:
4.8.4(1)

Current Condition:
4.9\%
.9\%
.

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify ramp to provide a landing with no more than \(\mathbf{2 \%}\) slope in any direction.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#11 Additional Barrier Photos}


\section*{Exterior Paths}

Barrier: 12

The change in level where the gutter meets the curb ramp is greater than \(1 / 4 "\).

Citation:
2010 ADAS Section: 303.3

1991 ADAAG Section: 4.7.2

Current Condition:
1.25"

Budget Cost:
Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconfigure ramp to provide a change of level less than \(1 / 4^{\prime \prime}\) from the ramp to street.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#12 Additional Barrier Photos}


\section*{Exterior Paths}

\section*{Barrier: 13}

The transition from the curb ramp to the walk, gutter or street is not flush and free of abrupt changes in level.

\section*{Citation:}

2010 ADAS Section: 406.2
1991 ADAAG Section: 4.7.2

Current Condition:
1/2"

Budget Cost:
Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconfigure ramp to provide a smooth transition from the ramp to street.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#13 Additional Barrier Photos}


\section*{Exterior Paths}

\section*{Barrier: 14}

The curb ramp slope exceeds the maximum running slope (direction of travel) allowable of 8.33\%.

Citation:
2010 ADAS Section: 406.1

1991 ADAAG Section: 4.8.2

Current Condition:
9.6\%

Budget Cost:
Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Reconfigure ramp to provide a running slope no greater than \(8.3 \%(1: 12)\).

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#14 Additional Barrier Photos


\section*{Exterior Paths}

\section*{Barrier: 15}

The walkway contains abrupt vertical edges and/or variations over a 1/4".

\section*{Citation:}

2010 ADAS Section: 303.3, 303.2

1991 ADAAG Section: 4.5.2

Current Condition:
1/2"
/2"


\section*{Budget Cost:}

Base Cost: \(\$ 500.00\)
Contingency Cost: \(\$ 75.00\)
Design Cost: \(\$ 100.00\)
Total Cost: \(\$ 675.00\)

\section*{Possible Solutions:}

Repair sidewalk to provide a smooth surface with level changes less than 1/4".

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#15 Additional Barrier Photos}


\section*{Exterior Paths}

Barrier: 16

The concrete expansion joint is spaced greater than a \(1 / \mathbf{2}^{\prime \prime}\).

Citation:
2010 ADAS Section: 302.3

1991 ADAAG Section: 4.5.4

Current Condition:
2"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Fill expansion joint to alleviate gap.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#16 Additional Barrier Photos


\section*{Exterior Paths}

\section*{Barrier: 17}

The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(\mathbf{2 \%}\).

\section*{Citation:}

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:
5.7\%

Budget Cost:
Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%).

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#17 Additional Barrier Photos


\section*{General First Floor}

Barrier: 18

Compliant room identification signs are missing on the strike side of the door at \(\mathbf{8}\) locations.

\section*{Citation:}

2010 ADAS Section: 216.2

1991 ADAAG Section:
4.30 .4

\section*{Current Condition:}

Missing compliant room signs at 8 locations

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door at each of the 8 locations.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


Barrier \#18 Additional Barrier Photos


Barrier \#18 Additional Barrier Photos


Barrier \#18 Additional Barrier Photos


\section*{Barrier \#18 Additional Barrier Photos}


\section*{General First Floor}

\section*{Barrier: 19}

The door exceeds the maximum pressure to open the door at 9 locations.

Citation:
2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
Door pressure over 5lbs
Dor pressure over 5ibs

\section*{Budget Cost:}

Base Cost: \(\$ 900.00\)
Contingency Cost: \(\$ 135.00\)
Design Cost: \(\$ 180.00\)
Total Cost: \$1,215.00

\section*{Possible Solutions:}

Adjust door closers at the 9 locations.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{First Floor Men's Restroom}

\section*{Barrier: 20}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

Current Condition:
Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{First Floor Men's Restroom}

\section*{Barrier: 21}

The top rim of the lavatory or the counter is too high.

Citation:
2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
34.75"

号

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \(\$ 400.00\)
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Barrier \#21 Additional Barrier Photos}


\section*{First Floor Men's Restroom}

\section*{Barrier: 22}

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 20.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{First Floor Men's Restroom}

Barrier: 23

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{First Floor Men's Restroom}

\section*{Barrier: 24}

The coat hook is installed greater than 48 " above the finished floor.

Citation:
2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
68"

Budget Cost:
Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#24 Additional Barrier Photos}


\section*{First Floor Men's Restroom}

\section*{Barrier: 25}

There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible

Citation:
2010 ADAS Section: 213.3.1

\section*{Current Condition:}

No accessible toilet compartment

Budget Cost:
Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a compartment that is a minimum of 60 " wide.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#25 Additional Barrier Photos


\section*{First Floor Men's Restroom}

\section*{Barrier: 26}

The glass shelf and lotion dispenser projects more than 4" into the circulation path.

\section*{Citation:}

2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

Current Condition:
Protruding object hazard

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Relocate glass shelf and lotion dispenser where it is not within the circulation path. When relocated, the top of the shelf and the operable part of the soap dispenser must be 48 " maximum above the floor.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance
Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#26 Additional Barrier Photos}


\section*{First Floor Men's Restroom}

\section*{Barrier: 27}

The door exceeds the maximum pressure to open the door.

Citation:
2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
11 lbs

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#27 Additional Barrier Photos}


\section*{First Floor Women's Restroom}

\section*{Barrier: 28}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5
1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{First Floor Women's Restroom}

\section*{Barrier: 29}

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 2.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{First Floor Women's Restroom}

Barrier: 30

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{First Floor Women's Restroom}

Barrier: 31

The coat hook is installed greater than \(48^{\prime \prime}\) above the finished floor.

Citation:
2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
68"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.
Barrier Priority:
Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#31 Additional Barrier Photos}


\section*{First Floor Women's Restroom}

\section*{Barrier: 32}

The toilet compartment is not wide enough.

\section*{Citation:}

2010 ADAS Section:
604.8.1.1

1991 ADAAG Section:
4.17.3

Current Condition:
47"


\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a stall that is a minimum of 60 " wide.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{First Floor Women's Restroom}

Barrier: 33

There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible

Citation:
2010 ADAS Section: 213.3.1

\section*{Current Condition:}

No accessible toilet compartment

Budget Cost:
Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a compartment that is a minimum of 60 " wide.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#33 Additional Barrier Photos}


\section*{First Floor Women's Restroom}

\section*{Barrier: 34}

The door exceeds the maximum pressure to open the door.

Citation:
2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
10 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#34 Additional Barrier Photos}


\section*{First Floor Elevator}

Barrier: 35

The elevator does not have a star on both jambs at the main entry level.

Citation:
2010 ADAS Section:
407.2.3.1

Current Condition:
Accessible markings
missing

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Replace door jam markings with accessible signage.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#35 Additional Barrier Photos}


\section*{First Floor Fountain}

Barrier: 36

The there is no drinking fountain for standing persons.

\section*{Citation:}

2010 ADAS Section: 602.7

1991 ADAAG Section:
4.15.2, 4.1.3(10)(a)

\section*{Current Condition:}

Standing person fountain missing

\section*{Budget Cost:}

Base Cost: \(\$ 3,800.00\)
Contingency Cost: \(\$ 570.00\)
Design Cost: \(\$ 760.00\)
Total Cost: \$5,130.00

\section*{Possible Solutions:}

Install an additional unit for standing persons. The installation of an additional drinking fountain at this location will obstruct the clearances at the restrooms doors. An alternate location for the additional required fountain is necessary.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Lobby}

Barrier: 37

The AED Device projects more than 4" into the circulation path.

Citation:
2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

Current Condition:
7.5"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate AED Device where it is not within the circulation path.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#37 Additional Barrier Photos}


\section*{Suite 119}

Barrier: 38

The door/gate operating hardware is not accessible.

Citation:
2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

Current Condition:
1 door with knobs

\section*{Budget Cost:}

Base Cost: \$375.00
Contingency Cost: \(\$ 56.25\)
Design Cost: \(\$ 75.00\)
Total Cost: \$506.25

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Suite 119}

Barrier: 39

The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & \(\mathbf{8 "}^{\prime \prime}\) & Base Cost: \(\$ 1,300.00\) \\
404.2.4.1 & & Contingency Cost: \(\$ 195.00\) \\
& & Design Cost: \(\$ 260.00\) \\
1991 ADAAG Section: & & Total Cost: \(\$ 1,755.00\)
\end{tabular}

\section*{Possible Solutions:}

Install automatic door opener.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#39 Additional Barrier Photos}


\section*{Suite 114}

Barrier: 40

The door/gate operating hardware is not accessible.

Citation:
2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

Current Condition:
4 doors with knobs

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#40 Additional Barrier Photos


\section*{Suite 116}

Barrier: 41

The door/gate operating hardware is not accessible.

Citation:
2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

Current Condition:
7 doors with knobs

\section*{Budget Cost:}

Base Cost: \$2,625.00
Contingency Cost: \$393.75
Design Cost: \$525.00
Total Cost: \$3,543.75

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#41 Additional Barrier Photos


\section*{Suite 108}

\section*{Barrier: 42}

The wall sign is incorrectly located.

Citation:
2010 ADAS Section: 703.4.1

Current Condition:
Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \(\$ 25.00\)
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Suite 108}

Barrier: 43

The door/gate operating hardware is not accessible.

Citation:
2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

Current Condition:
5 doors with knobs

\section*{Budget Cost:}

Base Cost: \$1,875.00
Contingency Cost: \$281.25
Design Cost: \$375.00
Total Cost: \$2,531.25

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Suite 108}

\section*{Barrier: 44}

The wall sign is incorrectly located at 10 doors.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characters or braille

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door at the 10 locations.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#44 Additional Barrier Photos}


\section*{Conference Room 101}

\section*{Barrier: 45}

The door has a door stop which prevents it from having a smooth surface at the bottom.

\section*{Citation:}

2010 ADAS Section:
404.2.10

Current Condition:
Door stop mounted within 10" of floor

\section*{Budget Cost:}

Base Cost: \$50.00
Contingency Cost: \$7.50
Design Cost: \$10.00
Total Cost: \$67.50

\section*{Possible Solutions:}

Remove doorstop.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#45 Additional Barrier Photos}


\section*{Second Floor Men's Restroom}

Barrier: 46

The water and drain pipes under the lavatory are not adequately insulated.

Citation:
2010 ADAS Section: 606.5
1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Second Floor Men's Restroom}

Barrier: 47

The top rim of the lavatory or the counter is too high.

Citation:
2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
34.75"

正

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \(\$ 400.00\)
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Second Floor Men's Restroom}

Barrier: 48

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 20.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Second Floor Men's Restroom}

\section*{Barrier: 49}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 2.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Second Floor Men's Restroom}

Barrier: 50

The coat hook is installed greater than 48" above the finished floor.

Citation:
2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
67"

Budget Cost:
Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Second Floor Men's Restroom}

Barrier: 51

There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible

Citation:
2010 ADAS Section: 213.3.1

\section*{Current Condition:}

No accessible toilet compartment

Budget Cost:
Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a compartment that is a minimum of 60 " wide.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#51 Additional Barrier Photos


\section*{Second Floor Men's Restroom}

Barrier: 52

The glass shelf and lotion dispenser project more than 4 " into the circulation path.

\section*{Citation:}

2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

\section*{Current Condition:}

Protruding object hazard

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\mathbf{\$ 6 0 . 0 0}\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Relocate glass shelf and lotion dispenser where it is not within the circulation path. When relocated, the top of the shelf and the operable part of the soap dispenser must be 48 " maximum above the floor.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance
Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#52 Additional Barrier Photos}


\section*{Second Floor Men's Restroom}

Barrier: 53

The door exceeds the maximum pressure to open the door.

Citation:
2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
12 lbs
bs

\section*{}

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Second Floor Women's Restroom}

Barrier: 54

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not
adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Second Floor Women's Restroom}

Barrier: 55

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 20.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Second Floor Women's Restroom}

Barrier: 56

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Second Floor Women's Restroom}

Barrier: 57

The coat hook is installed greater than 48" above the finished floor.

Citation:
2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
68"

Budget Cost:
Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#57 Additional Barrier Photos}


\section*{Second Floor Women's Restroom}

Barrier: 58

The toilet compartment is not wide enough.

\section*{Citation:}

2010 ADAS Section:
604.8.1.1

1991 ADAAG Section:
4.17.3

Current Condition:
47"

.

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a stall that is a minimum of 60 " wide.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Second Floor Women's Restroom}

Barrier: 59

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
14 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \(\$ 20.00\)
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Second Floor Women's Restroom}

Barrier: 60

The lotion dispenser projects more than 4 " into the circulation path.

Citation:
2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

Current Condition:
Protruding object hazard

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate lotion dispenser where it is not within the circulation path. When relocated, the operable part must be 48" maximum above the floor.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#60 Additional Barrier Photos}


\section*{Second Floor Fountain}

\section*{Barrier: 61}

The there is no drinking fountain for standing persons.

\section*{Citation:}

2010 ADAS Section: 602.7

1991 ADAAG Section:
4.15.2, 4.1.3(10)(a)

\section*{Current Condition:}

Standing person fountain missing

\section*{Budget Cost:}

Base Cost: \$3,800.00
Contingency Cost: \(\$ 570.00\)
Design Cost: \(\$ 760.00\)
Total Cost: \$5,130.00

\section*{Possible Solutions:}

Install an additional unit for standing persons. The installation of an additional drinking fountain at this location will obstruct the clearances at the restrooms doors. An alternate location for the additional required fountain is necessary.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Vending Room}

Barrier: 62

The vending machines operable parts are positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
66", 58"

\section*{Budget Cost:}

Base Cost: \(\$ 0.00\)
Contingency Cost: \(\$ 0.00\)
Design Cost: \(\$ 0.00\)
Total Cost: \(\$ 0.00\)

\section*{Possible Solutions:}

Contact vendor to provide accessible vending machine.

\section*{Barrier Priority:}

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 \& 5) - minimally out of compliance


Barrier \#62 Additional Barrier Photos


\section*{Vending Room}

Barrier: 63

The kitchen counter top is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
37"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify kitchenette to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#63 Additional Barrier Photos}


\section*{Vending Room}

Barrier: 64

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4
1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Tight grasping and twisting operations.

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Vending Room}

Barrier: 65

The door/gate operating hardware is not accessible.

\section*{Citation:}

2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

Tight grasping and twisting operations.

\section*{Budget Cost:}

Base Cost: \$375.00
Contingency Cost: \(\$ 56.25\)
Design Cost: \(\$ 75.00\)
Total Cost: \$506.25

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Vending Room}

Barrier: 66

The paper towel dispenser is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#66 Additional Barrier Photos}


\section*{Suite 200}

Barrier: 67

The wall sign is incorrectly located and does not include raised characters or braille at 7 locations.

Citation:
2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characters/braille

\section*{Budget Cost:}

Base Cost: \$1,750.00
Contingency Cost: \$262.50
Design Cost: \$350.00
Total Cost: \$2,362.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door at the 7 locations.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


Barrier \#67 Additional Barrier Photos


\section*{Barrier \#67 Additional Barrier Photos}


\section*{Suite 211}

Barrier: 68

The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & \(\mathbf{1 5 '}^{\prime \prime}\) & Base Cost: \(\$ 2,500.00\) \\
404.2.4.1 & & Contingency Cost: \(\$ 375.00\) \\
& & Design Cost: \(\$ 500.00\) \\
1991 ADAAG Section: & & Total Cost: \(\$ 3,375.00\)
\end{tabular}

\section*{Possible Solutions:}

Modify door to provide 18" minimum clearance by modify/relocating the adjacent counter.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#68 Additional Barrier Photos}


\section*{Suite 211}

Barrier: 69

The transaction counter is too high.

\section*{Citation:}

2010 ADAS Section:
904.4.2, 904.4.1

1991 ADAAG Section:
7.2(1)

\section*{Current Condition:}
43.75"
-


\section*{Barrier \#69 Additional Barrier Photos}


\section*{Suite 211}

Barrier: 70

The kitchen counter top is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
36"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify sink to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#70 Additional Barrier Photos}


\section*{Suite 211}

Barrier: 71

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

\section*{Current Condition:}

53"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ \mathbf{2 7 0 . 0 0}\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#71 Additional Barrier Photos}


\section*{Suite 211}

\section*{Barrier: 72}

The wall sign is incorrectly located and do not include raised characters or braille at 6 locations.

Citation:
2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characters/braille

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \$225.00
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door at the 6 locations.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Suite 210}

\section*{Barrier: 73}

The wall sign is incorrectly located and does not include raised characters or braille.

Citation:
2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characers/braille

\section*{Budget Cost:}

Base Cost: \(\$ 250.00\)
Contingency Cost: \$37.50
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Suite 210}

\section*{Barrier: 74}

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
\(>5 \mathrm{lbs}\)

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \(\$ 20.00\)
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Suite 214}

\section*{Barrier: 75}

The wall sign is incorrectly located and does not include raised characters or braille.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characers/braille

\section*{Budget Cost:}

Base Cost: \(\$ 250.00\)
Contingency Cost: \$37.50
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Suite 214}

Barrier: 76

The door/gate operating hardware is not accessible.

\section*{Citation:}

2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

1 door with knobs

\section*{Budget Cost:}

Base Cost: \$375.00
Contingency Cost: \(\$ 56.25\)
Design Cost: \(\$ 75.00\)
Total Cost: \$506.25

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Suite 214}

Barrier: 77

The kitchen counter top is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

\section*{Current Condition:}
35.75"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify kitchen to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#77 Additional Barrier Photos}


\section*{Suite 214}

Barrier: 78

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
\(>5\) lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Suite 217}

\section*{Barrier: 79}

The wall sign is incorrectly located and does not include raised characers or braille.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised chacters/braille

\section*{Budget Cost:}

Base Cost: \(\$ 250.00\)
Contingency Cost: \(\$ 37.50\)
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Suite 218}

Barrier: 80

The door exceeds the maximum pressure to open the door.

Citation:
2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
\(>5\) lbs


\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Suite 218}

Barrier: 81

The wall sign is incorrectly located and does not include raised characters or braille.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised character/braille

\section*{Budget Cost:}

Base Cost: \$250.00
Contingency Cost: \$37.50
Design Cost: \(\$ 50.00\)
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Suite 218}

Barrier: 82

The microwave and toaster are positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
54"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \$40.00
Total Cost: \$270.00

\section*{Possible Solutions:}

Lower microwave and toaster so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#82 Additional Barrier Photos}


\section*{Third Floor Men's Restroom}

Barrier: 83

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5
1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ \mathbf{2 7 0 . 0 0}\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Third Floor Men's Restroom}

Barrier: 84

The top rim of the lavatory or the counter is too high.

\section*{Citation:}

2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
35"

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \$400.00
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Barrier \#84 Additional Barrier Photos}


\section*{Third Floor Men's Restroom}

\section*{Barrier: 85}

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 2.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Third Floor Men's Restroom}

\section*{Barrier: 86}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Third Floor Men's Restroom}

\section*{Barrier: 87}

The coat hook is installed greater than \(48^{\prime \prime}\) above the finished floor.

Citation:
2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
68"

Budget Cost:
Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.
Barrier Priority:
Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#87 Additional Barrier Photos}


\section*{Third Floor Men's Restroom}

Barrier: 88

The toilet compartment is not wide enough.

\section*{Citation:}

2010 ADAS Section:
604.8.1.1

1991 ADAAG Section:
4.17.3

Current Condition:
46"
.
-

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a stall that is a minimum of 60 " wide.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#88 Additional Barrier Photos}


\section*{Third Floor Men's Restroom}

\section*{Barrier: 89}

The glass shelf and lotion dispenser projects more than 4 " into the circulation path.

Citation:
2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

\section*{Current Condition:}

Protruding object hazard

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate the glass shelf and lotion dispenser to a location where it is not within the circulation path. When reinstalled, the top of the shelf and dispenser must be 48" maximum above the floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#89 Additional Barrier Photos}


\section*{Third Floor Men's Restroom}

\section*{Barrier: 90}

The door exceeds the maximum pressure to open the door.

Citation:
2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
11 lbs

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#90 Additional Barrier Photos}


\section*{Third Floor Women's Restroom}

\section*{Barrier: 91}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Third Floor Women's Restroom}

\section*{Barrier: 92}

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 2.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Third Floor Women's Restroom}

\section*{Barrier: 93}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Third Floor Women's Restroom}

\section*{Barrier: 94}

The coat hook is installed greater than 48" above the finished floor.

Citation:
2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
68"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#94 Additional Barrier Photos}


\section*{Third Floor Women's Restroom}

Barrier: 95

The toilet compartment is not wide enough.

\section*{Citation:}

2010 ADAS Section:
604.8.1.1

1991 ADAAG Section:
4.17.3

\section*{Current Condition:}

46"

,

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify partitions to provide a stall that is a minimum of 60 " wide.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#95 Additional Barrier Photos}


\section*{Third Floor Women's Restroom}

\section*{Barrier: 96}

The door exceeds the maximum pressure to open the door.

Citation:
2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
10 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#96 Additional Barrier Photos}


\section*{Third Floor Fountain}

Barrier: 97

The there is no drinking fountain for standing persons.

\section*{Citation:}

2010 ADAS Section: 602.7

1991 ADAAG Section:
4.15.2, 4.1.3(10)(a)

\section*{Current Condition:}

Standing person fountain missing

\section*{Budget Cost:}

Base Cost: \$3,800.00
Contingency Cost: \(\$ 570.00\)
Design Cost: \(\$ 760.00\)
Total Cost: \$5,130.00

\section*{Possible Solutions:}

Install an additional unit for standing persons. The installation of an additional drinking fountain at this location will obstruct the clearances at the restrooms doors. An alternate location for the additional required fountain is necessary.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Suite 300}

\section*{Barrier: 98}

The wall sign is incorrectly located and do not include raised characters or braille at 18 locations.

\section*{Citation:}

2010 ADAS Section: 703.4.1

Current Condition:
Sign incorrectly located/no raised characters/braille

\section*{Budget Cost:}

Base Cost: \$4,500.00
Contingency Cost: \(\$ 675.00\)
Design Cost: \$900.00
Total Cost: \$6,075.00

\section*{Possible Solutions:}

Provide and relocate signage to the latch side of the door at the 18 locations.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Third Floor Break Room}

Barrier: 99

The kitchen counter top is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
36"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify sink to provide 34" maximum height

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Third Floor Break Room}

Barrier: 100

The faucet controls require twisting of the wrist.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: 606.4 & Faucet controls require & Base Cost: \(\$ 400.00\) \\
& twisting of the wrist & Contingency Cost: \(\$ 60.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 80.00\) \\
4.19 .5 & Total Cost: \(\$ 540.00\)
\end{tabular}

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Third Floor Break Room}

\section*{Barrier: 101}

The door/gate operating hardware is not accessible.

\section*{Citation:}

2010 ADAS Section: 404.2.7

1991 ADAAG Section:
4.13.9

Current Condition:
1 door with knobs

\section*{Budget Cost:}

Base Cost: \(\$ 375.00\)
Contingency Cost: \(\$ 56.25\)
Design Cost: \(\$ 75.00\)
Total Cost: \$506.25

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Suite 300 Breakroom}

Barrier: 102

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
54"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \$40.00
Total Cost: \$270.00

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#102 Additional Barrier Photos}


\section*{Suite Next to 300}

Barrier: 103

The door/gate operating hardware is not accessible.

Citation:
2010 ADAS Section: 404.2.7
1991 ADAAG Section:
4.13.9

Current Condition:
13 doors with knobs

\section*{Budget Cost:}

Base Cost: \$4,875.00
Contingency Cost: \(\$ 731.25\)
Design Cost: \$975.00
Total Cost: \$6,581.25

\section*{Possible Solutions:}

Replace with lever style door hardware.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#103 Additional Barrier Photos}


\section*{Suite Next to 300}

Barrier: 104

The kitchen counter top is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
36"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify kitchen counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#104 Additional Barrier Photos}


\section*{Suite 316}

Barrier: 105

The paper towel dispenser, phone and microwave are positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

\section*{Current Condition:}

58", 61"

\section*{Budget Cost:}

Base Cost: \(\$ 600.00\)
Contingency Cost: \(\$ 90.00\)
Design Cost: \$120.00
Total Cost: \$810.00

\section*{Possible Solutions:}

Lower paper towel dispenser, phone and microwave so the highest operable part is at \(48^{\prime \prime}\) above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#105 Additional Barrier Photos


\section*{Barrier \#105 Additional Barrier Photos}


\section*{Suite 318}

Barrier: 106

The wall sign is incorrectly located and does not include raised characters or braille.

Citation:
2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located/no raised characters/braille

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \(\$ 25.00\)
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


Cost Summary
\begin{tabular}{|l|c|r|}
\hline Item & \# of Barriers & Total Item Cost \\
\hline High Priority & 1 & \(\$ 270.00\) \\
\hline Level 1 & 0 & \(\$ 0.00\) \\
\hline Level 2 & 1 & \(\$ 270.00\) \\
\hline Level 3 & 0 & \(\$ 0.00\) \\
\hline Level 4 & 0 & \(\$ 0.00\) \\
\hline Medium Priority & 71 & \(\$ 113,096.25\) \\
\hline Level 5 & 37 & \(\$ 53,898.75\) \\
\hline Level 6 & 21 & \(\$ 33,547.50\) \\
\hline Level 7 & 13 & \(\$ 25,650.00\) \\
\hline Level 8 & 0 & \(\$ 0.00\) \\
\hline Low Priority & 34 & \(\$ 17,212.50\) \\
\hline Level 9 & 19 & \(\$ 3,105.00\) \\
\hline Level 10 & 1 & \(\$ 0.00\) \\
\hline Level 11 & 14 & \(\$ 14,107.50\) \\
\hline Level 12 & 0 & \(\$ 0.00\) \\
\hline Priority Total & \(\mathbf{1 0 6}\) & \(\$ 130,578.75\) \\
\hline
\end{tabular}

\section*{Site Accessibility Evaluation}


\section*{ACCESS Maintenance}

Facility 600 Sutro St Reno, NV 89512

Accessibility Evaluation
Inspection Date: 10/19/2018
Inspector: Paul Tamasi

Prepared By
\(\triangle\) ACCESSOLOGY
(972) 434-0068
www.accessology.com
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\section*{Exterior Path}

\section*{Barrier: 1}

The clear floor space only allows for a forward approach and the entrance buzzer is out of reach range.

\section*{Citation:}

2010 ADAS Section: 308.2.1
1991 ADAAG Section: 4.2.5

\section*{Current Condition: \\ Budget Cost:}

57"

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Lower entrance buzzer so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#1 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 2}

The accessible path of travel between building entrances contains cross slopes greater than \(2 \%\).

\section*{Citation:}

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:
6.1\%

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%).

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#2 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 3}

The accessible path of travel between building entrances contains cross slopes greater than \(\mathbf{2 \%}\).

\section*{Citation:}

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:
3.2\% to 5.2\%

Budget Cost:
Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%).

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


Barrier \#3 Additional Barrier Photos


\section*{Exterior Path}

\section*{Barrier: 4}

The accessible route between the building entrance and the accessible parking on the site contains running slopes greater than \(5 \%\) and has not been constructed as a ramp (i.e. handrails, wheel guides, etc.).

\section*{Citation:}

2010 ADAS Section: 403.3
1991 ADAAG Section: 4.3.7

Current Condition:
6.6\%

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify path of travel to achieve a running slope that is no greater than 1:20 (5\%).

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#4 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 5}

The accessible path of travel between building entrances contains cross slopes greater than \(\mathbf{2 \%}\).

\section*{Citation:}

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:
3.2\%

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%).

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#5 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 6}

The change in level where the gutter meets the curb ramp is greater than \(1 / 4 "\).

Citation:
2010 ADAS Section: 303.3
1991 ADAAG Section: 4.5.2

\section*{Current Condition:}
\(1 "\)

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \$400.00
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify curb ramp and gutter connection to provide a level transition.

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


Barrier \#6 Additional Barrier Photos


\section*{Barrier \#6 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 7}

The walkway contains abrupt vertical edges and/or variations over a 1/4".

\section*{Citation:}

2010 ADAS Section: 303.3, 303.2

1991 ADAAG Section: 4.5.2

Current Condition:
5/8"
5

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ \mathbf{2 7 0 . 0 0}\)

\section*{Possible Solutions:}

Modify walkway to provide a level transition.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


Barrier \#7 Additional Barrier Photos


\section*{Exterior Path}

\section*{Barrier: 8}

The accessible path of travel between building entrances contains cross slopes greater than \(\mathbf{2 \%}\).

\section*{Citation:}

2010 ADAS Section: 403.3
1991 ADAAG Section: 4.3.7

Current Condition:
4.2\%

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%).

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#8 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 9}

The concrete expansion joint is spaced greater than a 1/2".

\section*{Citation:}

2010 ADAS Section: 302.3

1991 ADAAG Section: 4.5.4

Current Condition:
1.5"

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Fill the expansion joint to alleviate gap.

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#9 Additional Barrier Photos}


\section*{Exterior Path}

Barrier: 10

The concrete expansion joint is spaced greater than a \(1 / \mathbf{2}^{\prime \prime}\).

\section*{Citation:}

2010 ADAS Section: 302.3

1991 ADAAG Section: 4.5.4

Current Condition:
1.5"

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Fill expansion joint to alleviate gap.

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#10 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 11}

The concrete expansion joint is spaced greater than a \(1 / \mathbf{2}^{\prime \prime}\).

\section*{Citation:}

2010 ADAS Section: 302.3

1991 ADAAG Section: 4.5.4

Current Condition:
1"

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \$30.00
Total Cost: \$202.50

\section*{Possible Solutions:}

Fill expansion joint to alleviate gap.

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#11 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 12}

The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(\mathbf{2 \%}\).

\section*{Citation:}

2010 ADAS Section: 403.3

1991 ADAAG Section: 4.3.7

Current Condition:
3.5\%

Budget Cost:
Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%).

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


Barrier \#12 Additional Barrier Photos


\section*{Access Parking}

Barrier: 13

The parking sign is mounted too low.

\section*{Citation:}

2010 ADAS Section: 502.6

Current Condition:
57"

\section*{Budget Cost:}

Base Cost: \$150.00
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Raise signage so the bottom of the sign is a minimum of \(60^{\prime \prime}\) above ground to the bottom of the sign.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#13 Additional Barrier Photos}


\section*{Access Parking}

Barrier: 14

The van stall is missing a sign identifying it as a van accessible stall.

Citation:
2010 ADAS Section: 502.6
1991 ADAAG Section: 4.6.4

Current Condition:
Van sign missing

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Provide Van accessible signage.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Access Parking}

Barrier: 15

The parking stall contains abrupt edges and surface irregularities over a 1/4" vertical.

\section*{Citation:}

2010 ADAS Section: 502.4

1991 ADAAG Section: 4.6.3

\section*{Current Condition:}

1"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \$225.00
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Resurface parking stall to provide a smooth surface.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance
Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#15 Additional Barrier Photos}


\section*{Access Parking}

Barrier: 16

The access aisle contains abrupt edges and surface irregularities over a 1/4".

\section*{Citation:}

2010 ADAS Section: 502.4

1991 ADAAG Section: 4.6.3

Current Condition:
1.5"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \$225.00
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Resurface access aisle to provide a smooth surface.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#16 Additional Barrier Photos}


\section*{Access Parking}

\section*{Barrier: 17}

There are 93 total parking spaces and no accessible parking spaces. A total of 4 accessible parking spaces are required with one being van accessible.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: 208.2 & Insufficient accessible & Base Cost: \(\$ 2,000.00\) \\
& stalls. & Contingency Cost: \(\$ 300.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 400.00\) \\
4.1.2(5)(a) & & Total Cost: \(\$ 2,700.00\)
\end{tabular}

\section*{Possible Solutions:}

Restripe parking lot to include a minimum of (4) accessible parking stalls including a minimum of (1) van accessible stall.

\section*{Barrier Priority:}

Level 4 (High): Parking and exterior accessible routes (DOJ Level 1) - moderately out of compliance

\section*{RTC Planning}

\section*{Barrier: 18}

The vision light panels (glazing/window) are mounted too high.

Citation:
2010 ADAS Section:
404.2.11

Current Condition:
48"


\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Replace door to provide vision light panels located 43" maximum above the finish floor.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{RTC Offices}

Barrier: 19

The vision light panels (glazing/window) at the 5 doors in this area are mounted too high.

\section*{Citation:}

2010 ADAS Section:
404.2.11

Current Condition:
48.5"
.

\section*{Budget Cost:}

Base Cost: \$12,500.00
Contingency Cost: \$1,875.00
Design Cost: \$2,500.00
Total Cost: \$16,875.00

\section*{Possible Solutions:}

Replace door to provide vision light panels located 43" maximum above the finish floor.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#19 Additional Barrier Photos}


\section*{RTC Offices}

Barrier: 20

The thermostat is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
63"

Budget Cost:
Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower thermostat so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#20 Additional Barrier Photos}


\section*{Court Yard}

Barrier: 21

The wall sign is mounted too high.

Citation:
2010 ADAS Section: 703.4.1

Current Condition:
60.5"

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \(\$ 25.00\)
Total Cost: \$168.75

\section*{Possible Solutions:}

Remount signage so it is between 48"-60" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#21 Additional Barrier Photos}


\section*{Court Yard}

Barrier: 22

Compliant knee and/or toe clearance is not provided.

\section*{Citation:}

2010 ADAS Section: 306.2.1

1991 ADAAG Section:
4.32.3

Current Condition:
No accessible table

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Provide an accessible table.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)



Dining or Work Surface
esuilder's Book, Inc.

\section*{RTC Men's Restroom}

Barrier: 23

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
12 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#23 Additional Barrier Photos}


\section*{RTC Men's Restroom}

\section*{Barrier: 24}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5
1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ \mathbf{2 7 0 . 0 0}\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{RTC Men's Restroom}

Barrier: 25

The top rim of the lavatory or the counter is too high.

\section*{Citation:}

2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
34.75"

号

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \(\$ 400.00\)
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{RTC Men's Restroom}

Barrier: 26

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4
1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Faucet controls require twisting of the wrist

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{RTC Men's Restroom}

Barrier: 27

The mirror is mounted too high.

\section*{Citation:}

2010 ADAS Section: 603.2

Current Condition:
48"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#27 Additional Barrier Photos}


\section*{RTC Men's Restroom}

\section*{Barrier: 28}

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \(\$ 350.00\)
Contingency Cost: \$52.50
Design Cost: \(\$ 70.00\)
Total Cost: \(\$ 472.50\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#28 Additional Barrier Photos}


\section*{RTC Men's Restroom}

Barrier: 29

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 20.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

\section*{Adjust door to self-close.}

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{RTC Men's Restroom}

Barrier: 30

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{RTC Men's Restroom}

Barrier: 31

The locking/latching hardware is not accessible.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

Tight grasping and twisting operations.

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Replace with accessible locking hardware.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{RTC Men's Restroom}

\section*{Barrier: 32}

The side grab bar does not extend far enough from the rear wall.

Citation:
2010 ADAS Section: 604.5.1

1991 ADAAG Section:
4.17.6

Current Condition:
51"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Provide a 42" long grab bar and mount it 12" off the back wall.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#32 Additional Barrier Photos}


\section*{RTC Men's Restroom}

Barrier: 33

The rear grab bar does not extend adequately past the centerline of the toilet on the wall side.

\section*{Citation:}

2010 ADAS Section: 604.5.2
1991 ADAAG Section:
4.17.6

\section*{Current Condition:}

8"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Remount rear grab bar so it extends from the centerline of the water closet 12 " minimum on the wall side and 24" minimum on the wide side.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level \(4 \& 5\) ) - severely out of compliance


\section*{RTC Men's Restroom}

Barrier: 34

The toilet seat cover dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
55"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#34 Additional Barrier Photos}


\section*{RTC Men's Restroom}

Barrier: 35

The wall sign is incorrectly located.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \(\$ 125.00\)
Contingency Cost: \$18.75
Design Cost: \$25.00
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{RTC Women's Restroom}

Barrier: 36

The toilet seat cover dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
50"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#36 Additional Barrier Photos}


\section*{RTC Women's Restroom}

Barrier: 37

Compliant room identification signs are missing on the strike side of the door.

\section*{Citation:}

2010 ADAS Section: 216.2
1991 ADAAG Section:
4.30.4

\section*{Current Condition:}

Signs missing

\section*{Budget Cost:}

Base Cost: \(\$ 250.00\)
Contingency Cost: \(\$ 37.50\)
Design Cost: \$50.00
Total Cost: \$337.50

\section*{Possible Solutions:}

Provide compliant signage and mount it on the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{RTC Women's Restroom}

Barrier: 38

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
12 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#38 Additional Barrier Photos}


\section*{RTC Women's Restroom}

Barrier: 39

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5
1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ \mathbf{2 7 0 . 0 0}\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{RTC Women's Restroom}

Barrier: 40

The top rim of the lavatory or the counter is too high.

\section*{Citation:}

2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
34.75"

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\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \(\$ 400.00\)
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{RTC Women's Restroom}

Barrier: 41

The mirror is mounted too high.

\section*{Citation:}

2010 ADAS Section: 603.2

\section*{Current Condition:}

48"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \(\$ 15.00\)
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#41 Additional Barrier Photos}


\section*{RTC Women's Restroom}

\section*{Barrier: 42}

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \$350.00
Contingency Cost: \$52.50
Design Cost: \(\$ 70.00\)
Total Cost: \(\$ 472.50\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#42 Additional Barrier Photos}


\section*{RTC Women's Restroom}

\section*{Barrier: 43}

The feminine product dispenser is not accessible because it requires tight grasping, pinching or twisting of the wrist and the control is \(51^{\prime \prime}\) high.

\section*{Citation:}

2010 ADAS Section: 309.4
1991 ADAAG Section:
4.27.4

\section*{Current Condition:}

Tight grasping and twisting operations/51"

Budget Cost:
Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Remove or replace with an accessible dispenser that does not require tight grasping. When installed the highest operable part must be 48" maximum above the floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#43 Additional Barrier Photos}


\section*{RTC Women's Restroom}

\section*{Barrier: 44}

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 2.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

\section*{Adjust door to self-close.}

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{RTC Women's Restroom}

\section*{Barrier: 45}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{RTC Women's Restroom}

\section*{Barrier: 46}

The locking/latching hardware is not accessible.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

Tight grasping and twisting operations.

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Replace with accessible locking hardware.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{RTC Women's Restroom}

\section*{Barrier: 47}

The side grab bar does not extend far enough from the rear wall.

\section*{Citation:}

2010 ADAS Section: 604.5.1

1991 ADAAG Section:
4.17.6

Current Condition:
51"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Provide a 42" long grab bar and mount it 12" off the back wall.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#47 Additional Barrier Photos}


\section*{RTC Women's Restroom}

Barrier: 48

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4
1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Faucet controls require twisting of the wrist

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Barrier \#48 Additional Barrier Photos}


\section*{RTC Women's Restroom}

Barrier: 49

The wall sign is incorrectly located.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \(\$ 125.00\)
Contingency Cost: \$18.75
Design Cost: \$25.00
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Restroom Water Fountain}

Barrier: 50

The there is no drinking fountain for standing persons.

\section*{Citation:}

2010 ADAS Section: 602.7

1991 ADAAG Section:
4.15.2, 4.1.3(10)(a)

Current Condition:
Standing person fountain missing

\section*{Budget Cost:}

Base Cost: \$3,800.00
Contingency Cost: \(\$ 570.00\)
Design Cost: \(\$ 760.00\)
Total Cost: \$5,130.00

\section*{Possible Solutions:}

Install an additional unit for standing persons.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Restroom Water Fountain}

Barrier: 51

There is not enough knee clearance under the drinking fountain. A minimum clearance of 27 " is required.

\author{
Citation: \\ 2010 ADAS Section: 602.2 \\ 1991 ADAAG Section: \\ 4.15.5(1) \\ \section*{Current Condition:} \\ 24.75" \\ \section*{Budget Cost:} \\ Base Cost: \$1,500.00 \\ Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\) \\ Design Cost: \$300.00 \\ Total Cost: \$2,025.00
}

\section*{Possible Solutions:}

Modify the lower side of the drinking fountain to provide the 27 " minimum required toe and knee clearance.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level \(4 \& 5\) ) - severely out of compliance


\section*{Barrier \#51 Additional Barrier Photos}


\section*{Conference Room}

Barrier: 52

The vision light panels (glazing/window) at the \(\mathbf{2}\) doors in this area mounted too high.

Citation:
2010 ADAS Section:
404.2.11

Current Condition:
48"

Budget Cost:
Base Cost: \$5,000.00
Contingency Cost: \(\$ 750.00\)
Design Cost: \$1,000.00
Total Cost: \$6,750.00

\section*{Possible Solutions:}

Replace door to provide vision light panels located 43" maximum above the finish floor.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#52 Additional Barrier Photos


\section*{Conference Room}

Barrier: 53

The kitchen counter top is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
35.5"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance
Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#53 Additional Barrier Photos}


\section*{Conference Room}

Barrier: 54

The wall sign is mounted too high.

\section*{Citation:}

2010 ADAS Section: 703.4.1

Current Condition:
62"

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \(\$ 25.00\)
Total Cost: \$168.75

\section*{Possible Solutions:}

Remount signage so it is between 48"-60" above finished floor.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#54 Additional Barrier Photos}


\section*{Conference Room}

Barrier: 55

The door has a door stop which prevents it from having a smooth surface at the bottom.

Citation:
2010 ADAS Section:
404.2.10

Current Condition:
Door stop mounted within 10" of floor

\section*{Budget Cost:}

Base Cost: \(\$ 50.00\)
Contingency Cost: \$7.50
Design Cost: \$10.00
Total Cost: \$67.50

\section*{Possible Solutions:}

Remove doorstop.

\section*{Barrier Priority:}

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 \& 5) - minimally out of compliance


\section*{Reception - Bookkeeping}

Barrier: 56

The vision light panels (glazing/window) at the 3 doors in this area are mounted too high.

Citation:
2010 ADAS Section:
404.2.11

Current Condition:
48"

\section*{Budget Cost:}

Base Cost: \$7,500.00
Contingency Cost: \(\mathbf{\$ 1 , 1 2 5 . 0 0}\)
Design Cost: \$1,500.00
Total Cost: \$10,125.00

\section*{Possible Solutions:}

Replace door to provide vision light panels located 43" maximum above the finish floor.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{Barrier \#56 Additional Barrier Photos}


\section*{Operations Men's Restroom}

Barrier: 57

The wall sign is incorrectly located.

Citation:
2010 ADAS Section: 703.4.1

Current Condition:
Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \$25.00
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Men's Restroom}

Barrier: 58

The door exceeds the maximum pressure to open the door.

Citation:
2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
11 lbs

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \(\$ 15.00\)
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#58 Additional Barrier Photos}


\section*{Operations Men's Restroom}

Barrier: 59

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

Current Condition:
Drain pipes are not
adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Men's Restroom}

Barrier: 60

The top rim of the lavatory or the counter is too high.

\section*{Citation:}

2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
35"

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \(\$ 400.00\)
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Men's Restroom}

Barrier: 61

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4

1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Faucet controls require twisting of the wrist

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Men's Restroom}

Barrier: 62

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

Current Condition:
48"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#62 Additional Barrier Photos}


\section*{Operations Men's Restroom}

Barrier: 63

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \$350.00
Contingency Cost: \$52.50
Design Cost: \(\$ 70.00\)
Total Cost: \(\$ 472.50\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#63 Additional Barrier Photos}


\section*{Operations Men's Restroom}

\section*{Barrier: 64}

The compartment door is not self closing.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
A4.17.5

Current Condition:
No self-closing door
,

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

The compartment door is not self-closing.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Men's Restroom}

Barrier: 65

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 2.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Men's Restroom}

Barrier: 66

The locking/latching hardware is not accessible.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

Tight grasping and twisting operations.

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \(\mathbf{\$ 2 2 . 5 0}\)
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Replace with accessible locking hardware.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Men's Restroom}

Barrier: 67

The side grab bar does not extend far enough from the rear wall.

\section*{Citation:}

2010 ADAS Section: 604.5.1

1991 ADAAG Section:
4.17.6

Current Condition:
51"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Provide a 42" long grab bar and mount it 12" off the back wall.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#67 Additional Barrier Photos}


\section*{Operations Men's Restroom}

Barrier: 68

The rear grab bar does not extend adequately past the centerline of the toilet on the wall side.

\section*{Citation:}

2010 ADAS Section: 604.5.2

1991 ADAAG Section:
4.17.6

Current Condition:
10"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Remount rear grab bar so it extends from the centerline of the water closet 12 " minimum on the wall side and 24 " minimum on the wide side.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Men's Restroom}

Barrier: 69

The toilet seat cover dispenser is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#69 Additional Barrier Photos}


\section*{Operations Men's Restroom}

\section*{Barrier: 70}

The coat hook is installed greater than 48 inches above the finished floor.

Citation:
2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
65"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \(\$ 15.00\)
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#70 Additional Barrier Photos}


\section*{Operations Men's Restroom}

\section*{Barrier: 71}

The top rim of the lavatory or the counter is too high.

\author{
Citation: \\ 2010 ADAS Section: 606.3 \\ 1991 ADAAG Section: \\ 4.19.2 \\ Current Condition: \\ 35" \\ \section*{Budget Cost:} \\ Base Cost: \$2,000.00 \\ Contingency Cost: \(\$ 300.00\) \\ Design Cost: \(\$ 400.00\) \\ Total Cost: \$2,700.00
}

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#71 Additional Barrier Photos}


\section*{Operations Women's Restroom}

\section*{Barrier: 72}

The wall sign is incorrectly located.

Citation:
2010 ADAS Section: 703.4.1

Current Condition:
Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \(\$ 25.00\)
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Women's Restroom}

\section*{Barrier: 73}

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
14 lbs

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \(\$ 15.00\)
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#73 Additional Barrier Photos}


\section*{Operations Women's Restroom}

\section*{Barrier: 74}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not
adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Women's Restroom}

\section*{Barrier: 75}

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4

1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Faucet controls require twisting of the wrist

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Women's Restroom}

\section*{Barrier: 76}

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

Current Condition:
48"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#76 Additional Barrier Photos}


\section*{Operations Women's Restroom}

\section*{Barrier: 77}

The paper towel dispenser is positioned too high for either a side or front approach.

\author{
Citation: \\ 2010 ADAS Section: 308.1 \\ Current Condition: \\ 53" \\ \section*{Budget Cost:} \\ Base Cost: \$350.00 \\ Contingency Cost: \$52.50 \\ Design Cost: \(\$ 70.00\) \\ Total Cost: \(\$ 472.50\)
}

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#77 Additional Barrier Photos}


\section*{Operations Women's Restroom}

\section*{Barrier: 78}

The compartment door is not self closing.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
A4.17.5

Current Condition:
No self-closing door
No self-closing door

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Women's Restroom}

\section*{Barrier: 79}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Women's Restroom}

\section*{Barrier: 80}

The locking/latching hardware is not accessible.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

Tight grasping and twisting operations.

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Replace with accessible locking hardware.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations Women's Restroom}

Barrier: 81

The side grab bar does not extend far enough from the rear wall.

\section*{Citation:}

2010 ADAS Section: 604.5.1

1991 ADAAG Section:
4.17.6

Current Condition:
45"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Provide a 42" long grab bar and mount it 12" off the back wall.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#81 Additional Barrier Photos}


\section*{Operations Women's Restroom}

\section*{Barrier: 82}

The rear grab bar does not extend adequately past the centerline of the toilet on the wall side.

\section*{Citation:}

2010 ADAS Section: 604.5.2

1991 ADAAG Section:
4.17.6

\section*{Current Condition:}

10"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Remount rear grab bar so it extends from the centerline of the water closet 12 " minimum on the wall side and 24 " minimum on the wide side.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#82 Additional Barrier Photos}


\section*{Operations Women's Restroom}

Barrier: 83

The toilet seat cover dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#83 Additional Barrier Photos}


\section*{Operations Women's Restroom}

\section*{Barrier: 84}

The feminine product dispenser is not accessible because it requires tight grasping, pinching or twisting of the wrist and the control is \(51^{\prime \prime}\) high.

\section*{Citation:}

2010 ADAS Section: 309.4
1991 ADAAG Section:
4.27.4

\section*{Current Condition:}

Tight grasping and twisting operations/51"

Budget Cost:
Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Remove or replace with an accessible dispenser that does require tight grasping. When installed the highest operable part must must be 48 " maximum above the floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#84 Additional Barrier Photos}


\section*{Operations Fountain}

\section*{Barrier: 85}

The there is no drinking fountain for standing persons.

\section*{Citation:}

2010 ADAS Section: 602.7

1991 ADAAG Section:
4.15.2, 4.1.3(10)(a)

Current Condition:
Standing person fountain missing

\section*{Budget Cost:}

Base Cost: \$3,800.00
Contingency Cost: \(\$ 570.00\)
Design Cost: \(\$ 760.00\)
Total Cost: \$5,130.00

\section*{Possible Solutions:}

Install an additional unit for standing persons.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Operations}

Barrier: 86

The transaction counter is too high.

\author{
Citation: \\ 2010 ADAS Section: \\ 904.4.2, 904.4.1 \\ 1991 ADAAG Section: \\ 7.2(1) \\ \section*{Current Condition:} \\ 39.5" \\ . \\ - \\ . \\ \section*{Budget Cost:} \\ Base Cost: \$1,500.00 \\ Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\) \\ Design Cost: \(\$ 300.00\) \\ Total Cost: \$2,025.00
}

\section*{Possible Solutions:}

Modify the counter to provide a 36 " length of counter at 36 " high maximum.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#86 Additional Barrier Photos}


\section*{Operations}

\section*{Barrier: 87}

The vision light panels (glazing/window) are mounted too high.

Citation:
2010 ADAS Section:
404.2.11

Current Condition:
49"

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Replace door to provide vision light panels located 43" maximum above the finish floor.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


Barrier \#87 Additional Barrier Photos


\section*{Operations}

Barrier: 88

The wall sign is incorrectly located.

Citation:
2010 ADAS Section: 703.4.1

Current Condition:
Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \(\$ 25.00\)
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#88 Additional Barrier Photos}


\section*{Operations Breakroom}

Barrier: 89

The vending machines are positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
55"

\section*{Budget Cost:}

Base Cost: \(\$ 0.00\)
Contingency Cost: \(\$ 0.00\)
Design Cost: \(\$ 0.00\)
Total Cost: \(\$ 0.00\)

\section*{Possible Solutions:}

Contact vendor to provide accessible vending machine.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#89 Additional Barrier Photos


\section*{Access Maintenance}

\section*{Barrier: 90}

The handrail extension is not a minimum 12" beyond the bottom of the ramp.

\section*{Citation:}

2010 ADAS Section:
505.10.1

1991 ADAAG Section:
4.8.5(1)

\section*{Current Condition:}

Handrail extension missing
(

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \$225.00
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Provide 12" handrail extensions.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#90 Additional Barrier Photos}


\section*{Access Maintenance}

\section*{Barrier: 91}

The landing at the door does not provide compliant latch side clearance.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & \(51^{\prime \prime}\) by 47" & Base Cost: \(\$ 1,300.00\) \\
404.2.4.4 & & Contingency Cost: \(\$ 195.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 260.00\) \\
4.13.6 & & Total Cost: \(\$ 1,755.00\)
\end{tabular}

\section*{Possible Solutions:}

Install automatic door opener.

\section*{Barrier Priority:}

Level 2 (High): Parking and exterior accessible routes (DOJ Level 1) - severely out of compliance; near a hospital, school, transit stop, govt. bldg., or other pedestrian attractor


\section*{Barrier \#91 Additional Barrier Photos}


\section*{Access Maintenance}

\section*{Barrier: 92}

The vision light panels (glazing/window) are mounted too high.

Citation:
2010 ADAS Section:
404.2.11

Current Condition:
49"


\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Replace door to provide vision light panels located 43" maximum above the finish floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#92 Additional Barrier Photos}


\section*{Access Maintenance}

\section*{Barrier: 93}

The manuals and safety boxes project more than 4 " into the circulation path.

Citation:
2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

\section*{Current Condition:}

7"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Relocate manuals and safety boxes where it is not within the circulation path.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#93 Additional Barrier Photos}


\section*{Maintenance Breakroom}

Barrier: 94

The kitchen counter top is too high.

\section*{Citation:}

2010 ADAS Section: 804.3.2

Current Condition:
36"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \$225.00
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify sink to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#94 Additional Barrier Photos}


\section*{Maintenance Breakroom}

\section*{Barrier: 95}

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
54"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#95 Additional Barrier Photos}


\section*{Maintenance Breakroom}

\section*{Barrier: 96}

The vision light panels (glazing/window) are mounted too high.

\section*{Citation:}

2010 ADAS Section:
404.2.11

Current Condition:
49"


\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Replace door to provide vision light panels located 43" maximum above the finish floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#96 Additional Barrier Photos}


\section*{Maintenance Women's Restroom}

Barrier: 97

The wall sign is incorrectly located.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \(\$ 125.00\)
Contingency Cost: \$18.75
Design Cost: \$25.00
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Women's Restroom}

Barrier: 98

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5
1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ \mathbf{2 7 0 . 0 0}\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Women's Restroom}

Barrier: 99

The top rim of the lavatory or the counter is too high.

\section*{Citation:}

2010 ADAS Section: 606.3
1991 ADAAG Section:
4.19.2

Current Condition:
34.75"
3.7

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \(\$ 400.00\)
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#99 Additional Barrier Photos}


\section*{Maintenance Women's Restroom}

Barrier: 100

The mirror is mounted too high.

\section*{Citation:}

2010 ADAS Section: 603.2

\section*{Current Condition:}

48"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#100 Additional Barrier Photos}


\section*{Maintenance Women's Restroom}

Barrier: 101

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4
1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Faucet controls require twisting of the wrist

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Women's Restroom}

Barrier: 102

The feminine product dispenser is not accessible because it requires tight grasping, pinching or twisting of the wrist and the control is 51 " high.

\section*{Citation:}

2010 ADAS Section: 309.4
1991 ADAAG Section:
4.27.4

\section*{Current Condition:}

Tight grasping and twisting operations/51"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Remove or replace with an accessible dispenser that does require tight grasping. When installed, the highest operable control must be 48" maximum above the floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#102 Additional Barrier Photos}


\section*{Maintenance Women's Restroom}

Barrier: 103

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 2.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Women's Restroom}

\section*{Barrier: 104}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 2.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Women's Restroom}

Barrier: 105

The locking/latching hardware is not accessible.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

Tight grasping and twisting operations.

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \(\mathbf{\$ 2 2 . 5 0}\)
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Replace with accessible locking hardware.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Women's Restroom}

Barrier: 106

The side grab bar does not extend far enough from the rear wall.

\section*{Citation:}

2010 ADAS Section: 604.5.1

1991 ADAAG Section:
4.17.6

Current Condition:
51"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Provide a 42" long grab bar and mount it 12" off the back wall.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#106 Additional Barrier Photos}


\section*{Maintenance Women's Restroom}

Barrier: 107

The rear grab bar does not extend adequately past the centerline of the toilet on the wall side.

\author{
Citation: \\ 2010 ADAS Section: 604.5.2 \\ 1991 ADAAG Section: \\ 4.17.6 \\ \section*{Current Condition:} \\ 10" \\ \section*{Budget Cost:} \\ Base Cost: \$400.00 \\ Contingency Cost: \(\$ 60.00\) \\ Design Cost: \$80.00 \\ Total Cost: \$540.00
}

\section*{Possible Solutions:}

Remount rear grab bar so it extends from the centerline of the water closet 12 " minimum on the wall side and 24 " minimum on the wide side.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#107 Additional Barrier Photos}


\section*{Maintenance Women's Restroom}

Barrier: 108

The threshold is greater than \(1 / 2^{\prime \prime}\) high.

\section*{Citation:}

2010 ADAS Section: 404.2.5
1991 ADAAG Section:
4.13.8

Current Condition:
1.75"

\section*{Budget Cost:}

Base Cost: \(\$ 500.00\)
Contingency Cost: \(\$ 75.00\)
Design Cost: \(\$ 100.00\)
Total Cost: \(\$ 675.00\)

\section*{Possible Solutions:}

Modify threshold to achieve a change in level that is no more than \(1 / \mathbf{2}^{\prime \prime}\).

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#108 Additional Barrier Photos}


\section*{Maintenance Men's Restroom}

Barrier: 109

The wall sign is incorrectly located.

Citation:
2010 ADAS Section: 703.4.1

Current Condition:
Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \(\$ 25.00\)
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Men's Restroom}

\section*{Barrier: 110}

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
11 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#110 Additional Barrier Photos}


\section*{Maintenance Men's Restroom}

\section*{Barrier: 111}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Men's Restroom}

\section*{Barrier: 112}

The top rim of the lavatory or the counter is too high.

\section*{Citation:}

2010 ADAS Section: 606.3

1991 ADAAG Section:
4.19.2

Current Condition:
34.75"

\section*{Budget Cost:}

Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \$400.00
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify lavatory/counter to provide 34" maximum height.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#112 Additional Barrier Photos}


\section*{Maintenance Men's Restroom}

\section*{Barrier: 113}

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

Current Condition:
48"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#113 Additional Barrier Photos}


\section*{Maintenance Men's Restroom}

\section*{Barrier: 114}

The faucet controls require twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 606.4
1991 ADAAG Section:
4.19.5

\section*{Current Condition:}

Faucet controls require twisting of the wrist

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Replace with lever style faucet controls.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Men's Restroom}

\section*{Barrier: 115}

The compartment door is not self closing.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
A4.17.5

Current Condition:
No self-closing door
nor

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Men's Restroom}

\section*{Barrier: 116}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 2.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Men's Restroom}

\section*{Barrier: 117}

The locking/latching hardware is not accessible.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
4.13.9

\section*{Current Condition:}

Tight grasping and twisting operations.

\section*{Budget Cost:}

Base Cost: \$150.00
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Replace with accessible locking hardware.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Men's Restroom}

\section*{Barrier: 118}

The side grab bar does not extend far enough from the rear wall.

Citation:
2010 ADAS Section: 604.5.1

1991 ADAAG Section:
4.17.6

Current Condition:
51"

\section*{Possible Solutions:}

Provide a 42" long grab bar and mount it 12" off the back wall.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#118 Additional Barrier Photos}


\section*{Maintenance Men's Restroom}

\section*{Barrier: 119}

The rear grab bar does not extend adequately past the centerline of the toilet on the wall side.

\section*{Citation:}

2010 ADAS Section: 604.5.2

1991 ADAAG Section:
4.17.6

\section*{Current Condition:}

10"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Remount rear grab bar so it extends from the centerline of the water closet 12 " minimum on the wall side and 24" minimum on the wide side.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#119 Additional Barrier Photos}


\section*{Maintenance Men's Restroom}

\section*{Barrier: 120}

The toilet seat cover dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#120 Additional Barrier Photos}


\section*{Maintenance Men's Restroom}

\section*{Barrier: 121}

The faucet operations is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
50"

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \$60.00
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Lower faucet operations so the highest operable part is no more than 48" above the finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Maintenance Men's Restroom}

\section*{Barrier: 122}

The threshold is greater than \(1 / 2^{\prime \prime}\) high.

Citation:
2010 ADAS Section: 404.2.5

1991 ADAAG Section:
4.13.8

Current Condition:
1.75"

\section*{Budget Cost:}

Base Cost: \(\$ 500.00\)
Contingency Cost: \$75.00
Design Cost: \(\$ 100.00\)
Total Cost: \(\$ 675.00\)

\section*{Possible Solutions:}

Modify threshold to achieve a change in level that is no more than \(1 / \mathbf{2}^{\prime \prime}\).

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#122 Additional Barrier Photos}


\section*{RTC Restroom}

Barrier: 123

The wall sign is incorrectly located.

\section*{Citation:}

2010 ADAS Section: 703.4.1

\section*{Current Condition:}

Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \$125.00
Contingency Cost: \$18.75
Design Cost: \$25.00
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{RTC Restroom}

\section*{Barrier: 124}

The water closet flush control is on the wrong side, the lavatory faucets required tight grasping and twisting, coat hook is too high, and the lavatory encroaches into the 60" wide clear floor space for the water closet.

\section*{Citation:}

2010 ADAS Section: 213.2

1991 ADAAG Section:
4.1.2(6)

\section*{Current Condition:}

No accessible elements

\section*{Budget Cost:}

Base Cost: \$3,000.00
Contingency Cost: \(\$ 450.00\)
Design Cost: \(\$ 600.00\)
Total Cost: \$4,050.00

\section*{Possible Solutions:}

Replace water closet tank so that flush control is on open side, replace lavatory faucet with lever type, install a lower coat cook at 48". If the toilet room was constructed or modified prior to March 15,2012 , then the lavatory location is acceptable.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#124 Additional Barrier Photos


Barrier \#124 Additional Barrier Photos


\section*{RTC Shower}

Barrier: 125

The shelf projects more than 4 " into the route into the shower compartment.

Citation:
2010 ADAS Section: 307.2
1991 ADAAG Section: 4.4.1

Current Condition:
8"

Budget Cost:
Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Relocate shelf where it is not within the circulation path.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#125 Additional Barrier Photos}


\section*{RTC Shower}

Barrier: 126

The coat hook is installed greater than 48 " above the finished floor.

Citation:
2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
63"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#126 Additional Barrier Photos}


\section*{RTC Breakroom}

Barrier: 127

The dispensers project more than 4 " into the circulation path.

\section*{Citation:}

2010 ADAS Section: 307.2
1991 ADAAG Section: 4.4.1

\section*{Current Condition:}

7"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Relocate the dispensers to a location where it is not within the circulation path.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#127 Additional Barrier Photos


\section*{RTC Breakroom}

Barrier: 128

The soap and paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
60"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Lower dispensers so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#128 Additional Barrier Photos}


\section*{RTC Breakroom}

Barrier: 129

The safety shower controls are positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
65"

\section*{Budget Cost:}

Base Cost: \$350.00
Contingency Cost: \$52.50
Design Cost: \(\$ 70.00\)
Total Cost: \$472.50

\section*{Possible Solutions:}

Provide shower controls that are located no more than 48" above the finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#129 Additional Barrier Photos


\section*{RTC Lockers}

Barrier: 130

The coat hook is installed greater than 48 " above the finished floor.

\section*{Citation:}

2010 ADAS Section: 308.2.1

1991 ADAAG Section: 4.2.5

Current Condition:
70"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#130 Additional Barrier Photos


Barrier \#130 Additional Barrier Photos


Barrier \#130 Additional Barrier Photos


\section*{RTC Lockers}

Barrier: 131

There is no compliant bench in the two locker rooms. A bench is provided but it does not meet the minimum dimensions.

\section*{Citation:}

2010 ADAS Section: 903.4
1991 ADAAG Section:
4.37.1

\section*{Current Condition:}

No accessible bench.
Budget Cost:
Base Cost: \$1,000.00
Contingency Cost: \(\$ 150.00\)
Design Cost: \$200.00
Total Cost: \$1,350.00

\section*{Possible Solutions:}

Remove and replace the existing bench with a unit that is \(42^{\prime \prime}\) long minimum and \(20^{\prime \prime}\) deep minimum and 24 " deep maximum.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#131 Additional Barrier Photos}


Cost Summary
\begin{tabular}{|l|c|r|}
\hline Item & \# of Barriers & Total Item Cost \\
\hline High Priority & 12 & \(\$ 20,992.50\) \\
\hline Level 1 & 0 & \(\$ 0.00\) \\
\hline Level 2 & 11 & \(\$ 18,292.50\) \\
\hline Level 3 & 0 & \(\$ 0.00\) \\
\hline Level 4 & 1 & \(\$ 2,700.00\) \\
\hline Medium Priority & 27 & \(\$ 63,416.25\) \\
\hline Level 5 & 8 & \(\$ 41,040.00\) \\
\hline Level 6 & 10 & \(\$ 7,661.25\) \\
\hline Level 7 & 9 & \(\$ 14,715.00\) \\
\hline Level 8 & 0 & \(\$ 0.00\) \\
\hline Low Priority & 92 & \(\$ 60,581.25\) \\
\hline Level 9 & 15 & \(\$ 4,455.00\) \\
\hline Level 10 & 1 & \(\$ 67.50\) \\
\hline Level 11 & 76 & \(\$ 56,058.75\) \\
\hline Level 12 & 0 & \(\$ 0.00\) \\
\hline Priority Total & \(\mathbf{1 3 1}\) & \(\$ 144,990.00\) \\
\hline
\end{tabular}

\section*{Site Accessibility Evaluation}


Prepared By
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\section*{Parking}

\section*{Barrier: 1}

The van stall is missing a sign identifying it as a van accessible stall.

Citation:
2010 ADAS Section: 502.6

1991 ADAAG Section: 4.6.4

\section*{Current Condition:}

Missing van accessible sign.

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Provide van accessible signage.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#1 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 2}

The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(\mathbf{2 \%}\) for approximately 10 feet in this location.

\section*{Citation:}

2010 ADAS Section: 403.3
1991 ADAAG Section: 4.3.7

Current Condition:
4\%

Budget Cost:
Base Cost: \$2,000.00
Contingency Cost: \(\$ 300.00\)
Design Cost: \$400.00
Total Cost: \$2,700.00

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%).

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#2 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 3}

The change in level where the gutter meets the curb ramp is greater than \(1 / 4 "\).

\section*{Citation:}

2010 ADAS Section: 303.3

1991 ADAAG Section: 4.7.2

\section*{Current Condition:}

1/2"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \$225.00
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify ramp to provide a level change less than \(1 / 4\) ".

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#3 Additional Barrier Photos}


\section*{Barrier \#3 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 4}

The accessible route contains running slopes greater than \(5 \%\) and cross slopes greater than \(2 \%\) across the width of the walk and has not been constructed as a ramp (i.e. handrails, wheel guides, etc.).

\section*{Citation:}

2010 ADAS Section: 403.3
1991 ADAAG Section: 4.3.7

\section*{Current Condition:}
9.3\% running 5.3\% cross

Budget Cost:
Base Cost: \$1,500.00
Contingency Cost: \$225.00
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify path of travel to achieve a cross slope that is no greater than 1:48 (2.08\%) and a running slope that is no greater than 1:20 (5\%).

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#4 Additional Barrier Photos}


\section*{Barrier \#4 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 5}

The change in level where the gutter meets the curb ramp is greater than \(1 / 4 "\).

\section*{Citation:}

2010 ADAS Section: 303.3

1991 ADAAG Section: 4.7.2

\section*{Current Condition:}

1/2"

\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \$225.00
Design Cost: \$300.00
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify ramp to provide a change in level less than \(1 / 4\) inch.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#5 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 6}

The walkway contains abrupt vertical edges and/or variations over a 1/4".

\section*{Citation:}

2010 ADAS Section: 303.3, 303.2

1991 ADAAG Section: 4.5.2

Current Condition:
1/2"


\section*{Budget Cost:}

Base Cost: \$1,500.00
Contingency Cost: \(\mathbf{\$ 2 2 5 . 0 0}\)
Design Cost: \(\$ 300.00\)
Total Cost: \$2,025.00

\section*{Possible Solutions:}

Modify connection to provide a level transition to ramp.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#6 Additional Barrier Photos}


\section*{Exterior Path}

\section*{Barrier: 7}

The concrete expansion joint is spaced greater than a 1/2".

Citation:
2010 ADAS Section: 302.3

1991 ADAAG Section: 4.5.4

Current Condition:
3/4"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Fill expansion joint to alleviate gap.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


Barrier \#7 Additional Barrier Photos


\section*{Men's Restroom}

\section*{Barrier: 8}

The toilet seat cover dispenser is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
56"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#8 Additional Barrier Photos}


\section*{Men's Restroom}

\section*{Barrier: 9}

The coat hook is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
65"'"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#9 Additional Barrier Photos}


\section*{Men's Restroom}

\section*{Barrier: 10}

The door exceeds the maximum pressure to open the door.

Citation:
2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
9 lbs

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#10 Additional Barrier Photos}


\section*{Women's Restroom}

\section*{Barrier: 11}

The feminine product dispenser is not accessible because it requires tight grasping, pinching or twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 309.4
1991 ADAAG Section:
4.27.4

\section*{Current Condition:}

Tight grasping and twisting operations

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \$540.00

\section*{Possible Solutions:}

Remove or replace with an accessible dispenser that does require tight grasping.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Women's Restroom}

\section*{Barrier: 12}

The coat hook is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
63"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Women's Restroom}

\section*{Barrier: 13}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

Current Condition:
Drain pipes are not
adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Women's Restroom}

\section*{Barrier: 14}

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
8 lbs

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

\section*{Adjust door closer.}

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Lobby}

Barrier: 15

The vending machine is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
51"

\section*{Budget Cost:}

Base Cost: \(\$ 0.00\)
Contingency Cost: \(\$ 0.00\)
Design Cost: \(\$ 0.00\)
Total Cost: \(\$ 0.00\)

\section*{Possible Solutions:}

Contact vendor to provide accessible vending machine.

\section*{Barrier Priority:}

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 \& 5) - minimally out of compliance


Barrier \#15 Additional Barrier Photos


\section*{Lobby}

\section*{Barrier: 16}

The pay phone is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Lower pay phone so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 \& 5) - minimally out of compliance


\section*{Barrier \#16 Additional Barrier Photos}


\section*{Lobby}

\section*{Barrier: 17}

The water fountains projects more than 4 " into the circulation path.

Citation:
2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

Current Condition:
16"

\section*{Budget Cost:}

Base Cost: \$500.00
Contingency Cost: \(\$ 75.00\)
Design Cost: \$100.00
Total Cost: \$675.00

\section*{Possible Solutions:}

Provide a barrier for cane detection, or relocate water fountains where it is not within the circulation path.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#17 Additional Barrier Photos}


\section*{Lobby}

Barrier: 18

The vending machines are positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
53", 58"

\section*{Budget Cost:}

Base Cost: \$0.00
Contingency Cost: \$0.00
Design Cost: \$0.00
Total Cost: \$0.00

\section*{Possible Solutions:}

Contact vendor to provide accessible vending machine.

\section*{Barrier Priority:}

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 \& 5) - minimally out of compliance


Barrier \#18 Additional Barrier Photos


\section*{Lobby Men's Restroom}

\section*{Barrier: 19}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Lobby Men's Restroom}

Barrier: 20

Knee clearance at 27" off the floor is not \(8^{\prime \prime}\) minimum deep.

\section*{Citation:}

2010 ADAS Section: 306.3.3

1991 ADAAG Section:
4.19.3

\section*{Current Condition:}

5"

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \(\$ 375.00\)
Design Cost: \(\$ 500.00\)
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify counter to provide the required toe and knee clearance.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#20 Additional Barrier Photos}


\section*{Lobby Men's Restroom}

\section*{Barrier: 21}

The toilet paper is not installed within the compliant range.

Citation:
2010 ADAS Section: 604.7

\section*{Current Condition:}

Non-compliant dispenser location

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Remount dispenser so it is 7 "-9" to the center of the dispenser from the edge of the water closet.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Lobby Men's Restroom}

\section*{Barrier: 22}

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 2.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Lobby Men's Restroom}

\section*{Barrier: 23}

The baby changing station is not accessible because there is not adequate clear floor space for an approach.

\section*{Citation:}

2010 ADAS Section: 305.3
1991 ADAAG Section:
4.2.4.1

\section*{Current Condition:}

Baby changing station not accessible

\section*{Budget Cost:}

Base Cost: \$600.00
Contingency Cost: \(\$ 90.00\)
Design Cost: \$120.00
Total Cost: \$810.00

\section*{Possible Solutions:}

Relocate baby changing station to provide clear floor space of 30 inches minimum by 48 inches minimum.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#23 Additional Barrier Photos}


\section*{Lobby Men's Restroom}

\section*{Barrier: 24}

The room contains 6 or more fixtures and therefore must have \(5 \%\) and a minimum of one ambulatory toilet stall.

\section*{Citation:}

2010 ADAS Section: 213.3.1

Current Condition:
Missing ambulatory stall

\section*{Budget Cost:}

Base Cost: \$3,000.00
Contingency Cost: \(\$ 450.00\)
Design Cost: \(\$ 600.00\)
Total Cost: \$4,050.00

\section*{Possible Solutions:}

Reconfigure to provide an ambulatory toilet stall.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#24 Additional Barrier Photos}


\section*{Lobby Women's Restroom}

Barrier: 25

The mirror is mounted too high.

Citation:
2010 ADAS Section: 603.2

Current Condition:
42"

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Lower mirror so the bottom of the reflective surface is no higher than 40" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#25 Additional Barrier Photos}


\section*{Lobby Women's Restroom}

Barrier: 26

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Lobby Women's Restroom}

Barrier: 27

Knee clearance at 27" off the floor is not 8" minimum deep.

\section*{Citation:}

2010 ADAS Section: 306.3.3

1991 ADAAG Section:
4.19.3

Current Condition:
5"

\section*{Budget Cost:}

Base Cost: \$2,500.00
Contingency Cost: \$375.00
Design Cost: \$500.00
Total Cost: \$3,375.00

\section*{Possible Solutions:}

Modify counter to provide the required toe and knee clearance.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#27 Additional Barrier Photos}


\section*{Lobby Women's Restroom}

\section*{Barrier: 28}

The route of travel at this location does not provide a minimum width of 36 inches when the baby changing station is in the open position.

Citation:
2010 ADAS Section: 403.5.1
1991 ADAAG Section: 4.3.3

Current Condition:
\(30 "\)

Budget Cost:
Base Cost: \(\$ 600.00\)
Contingency Cost: \(\$ 90.00\)
Design Cost: \$120.00
Total Cost: \$810.00

\section*{Possible Solutions:}

Relocate the baby changing table out of the circulation path at the restrooom entrance.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#28 Additional Barrier Photos}


\section*{Second Floor Men's Restroom}

\section*{Barrier: 29}

The toilet seat cover dispenser is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
58"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \$40.00
Total Cost: \$270.00

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#29 Additional Barrier Photos}


\section*{Second Floor Men's Restroom}

Barrier: 30

The coat hook is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
65"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#30 Additional Barrier Photos}


\section*{Second Floor Men's Restroom}

Barrier: 31

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
10 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#31 Additional Barrier Photos}


\section*{Second Floor Women's Restroom}

\section*{Barrier: 32}

The toilet seat cover dispenser is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:

57"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate dispenser within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#32 Additional Barrier Photos}


\section*{Second Floor Women's Restroom}

Barrier: 33

The coat hook is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
65"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#33 Additional Barrier Photos}


\section*{Second Floor Women's Restroom}

\section*{Barrier: 34}

The feminine product dispenser is not accessible because it requires tight grasping, pinching or twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 309.4
1991 ADAAG Section:
4.27.4

\section*{Current Condition:}

Tight grasping and twisting operations

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Remove or replace with an accessible dispenser that does not require tight grasping.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#34 Additional Barrier Photos}


\section*{Second Floor Women's Restroom}

\section*{Barrier: 35}

The door exceeds the maximum pressure to open the door.

Citation:
2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
10 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#35 Additional Barrier Photos}


\section*{Drivers Lounge}

Barrier: 36

The microwave is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
65"

Budget Cost:
Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower microwave so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#36 Additional Barrier Photos}


\section*{Drivers Lounge}

Barrier: 37

The soap dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
52"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#37 Additional Barrier Photos}


\section*{Drivers Lounge}

Barrier: 38

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
51"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#38 Additional Barrier Photos}


\section*{Drivers Lounge}

Barrier: 39

The AED Device projects more than 4 inches into the circulation path.

Citation:
2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

\section*{Current Condition:}

7"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate AED Device where it is not within the circulation path.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#39 Additional Barrier Photos}


\section*{Drivers Women's Restroom}

Barrier: 40

The toilet seat cover dispenser is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
56"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#40 Additional Barrier Photos}


\section*{Drivers Women's Restroom}

\section*{Barrier: 41}

The feminine product dispenser is not accessible because it requires tight grasping, pinching or twisting of the wrist.

\section*{Citation:}

2010 ADAS Section: 309.4
1991 ADAAG Section:
4.27.4

\section*{Current Condition:}

Tight grasping and twisting operations.

\section*{Budget Cost:}

Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Remove or replace with an accessible dispenser that does not require tight grasping.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Drivers Women's Restroom}

\section*{Barrier: 42}

The toilet paper is not installed within the compliant range.

Citation:
2010 ADAS Section: 604.7

\section*{Current Condition:}

Non-compliant dispenser
location

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Remount dispenser so it is 7 "-9" to the center of the dispenser from the edge of the water closet.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Drivers Women's Restroom}

\section*{Barrier: 43}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

Current Condition:
Drain pipes are not
adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Drivers Women's Restroom}

\section*{Barrier: 44}

The coat hook is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
64"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#44 Additional Barrier Photos}


\section*{Drivers Women's Restroom}

\section*{Barrier: 45}

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
8 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Drivers Men's Restroom}

Barrier: 46

The toilet seat cover dispenser is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
56"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#46 Additional Barrier Photos}


\section*{Drivers Men's Restroom}

Barrier: 47

The coat hook is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
63"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#47 Additional Barrier Photos}


\section*{Drivers Men's Restroom}

Barrier: 48

The toilet is not located within the range allowed from the side wall or partition.

Citation:
2010 ADAS Section: 604.2

Current Condition:
21"

\section*{Budget Cost:}

Base Cost: \$2,300.00
Contingency Cost: \(\$ 345.00\)
Design Cost: \(\$ 460.00\)
Total Cost: \$3,105.00

\section*{Possible Solutions:}

Relocate the water closet to measure between 16 " and 18 " from the wall.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#48 Additional Barrier Photos}


\section*{Drivers Men's Restroom}

\section*{Barrier: 49}

The width of the toilet room is too narrow.

\section*{Citation:}

2010 ADAS Section: 604.3.1

1991 ADAAG Section:
4.17.3

Current Condition:

37"

\section*{Budget Cost:}

Base Cost: \$12,000.00
Contingency Cost: \$1,800.00
Design Cost: \$2,400.00
Total Cost: \$16,200.00

\section*{Possible Solutions:}

Enlarge restroom to accommodate accessible water closet, lavatory and wheelchair turning space.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#49 Additional Barrier Photos}


\section*{Drivers Men's Restroom}

Barrier: 50

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
8 lbs

\section*{Budget Cost:}

Base Cost: \$100.00
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Drivers Shower}

Barrier: 51

The shelf projects more than 4 " into the circulation path.

Citation:
2010 ADAS Section: 307.2

1991 ADAAG Section: 4.4.1

\section*{Current Condition:}

8"

\section*{Budget Cost:}

Base Cost: \$350.00
Contingency Cost: \$52.50
Design Cost: \(\$ 70.00\)
Total Cost: \$472.50

\section*{Possible Solutions:}

Relocate the shelf to a location where it is not within the circulation path.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Drivers Shower}

Barrier: 52

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
13 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Drivers Shower}

Barrier: 53

The wall sign is incorrectly located.

\section*{Citation:}

2010 ADAS Section: 703.4.1

Current Condition:
Sign incorrectly located

\section*{Budget Cost:}

Base Cost: \(\$ 125.00\)
Contingency Cost: \$18.75
Design Cost: \$25.00
Total Cost: \$168.75

\section*{Possible Solutions:}

Relocate signage to the latch side of the door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Cost Summary
\begin{tabular}{|l|c|r|}
\hline Item & \# of Barriers & Total Item Cost \\
\hline High Priority & 0 & \(\$ 0.00\) \\
\hline Level 1 & 0 & \(\$ 0.00\) \\
\hline Level 2 & 0 & \(\$ 0.00\) \\
\hline Level 3 & 0 & \(\$ 0.00\) \\
\hline Level 4 & 0 & \(\$ 0.00\) \\
\hline Medium Priority & 12 & \(\$ 23,625.00\) \\
\hline Level 5 & 0 & \(\$ 0.00\) \\
\hline Level 6 & 12 & \(\$ 23,625.00\) \\
\hline Level 7 & 0 & \(\$ 0.00\) \\
\hline Level 8 & 0 & \(\$ 0.00\) \\
\hline Low Priority & 41 & \(\$ 28,316.25\) \\
\hline Level 9 & 6 & \(\$ 1,755.00\) \\
\hline Level 10 & 3 & \(\$ 270.00\) \\
\hline Level 11 & 32 & \(\$ 26,291.25\) \\
\hline Level 12 & 0 & \(\$ 0.00\) \\
\hline Priority Total & 53 & \(\$ 51,941.25\) \\
\hline
\end{tabular}

\section*{Site Accessibility Evaluation}


Prepared By
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North Building Customer Service ..... 4
North Building ..... 6
Employee Men's Restroom ..... 10
Employee Women's Restroom ..... 20
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The references to the 1991 ADAAG may include asterisks which indicate that nonmandatory material is provided in the 1991 ADAAG Appendix. In the 1991 ADAAG Appendix, the corresponding paragraph numbers are preceded by an A.

\section*{South Parking}

\section*{Barrier: 1}

The striping and markings for the accessible parking stall's, loading/unloading access aisle are dilapidated and in need of repair and/or maintenance.

\section*{Citation:}

2010 ADAS Section: 502.3.3

\section*{Current Condition:}

Striping is dilapidated

\section*{Budget Cost:}

Base Cost: \(\$ 300.00\)
Contingency Cost: \$45.00
Design Cost: \(\$ 60.00\)
Total Cost: \$405.00

\section*{Possible Solutions:}

Restripe access aisle.

\section*{Barrier Priority:}

Level 5 (Medium): Access to goods and services issues (DOJ Level 2) - severely out of compliance


\section*{North Building Customer Service}

\section*{Barrier: 2}

The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & 13" & Base Cost: \(\$ 1,300.00\) \\
404.2.4.1 & & Contingency Cost: \(\$ 195.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 260.00\) \\
4.13.6 & & Total Cost: \(\$ 1,755.00\)
\end{tabular}

\section*{Possible Solutions:}

Install automatic door opener.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#2 Additional Barrier Photos}


\section*{North Building}

\section*{Barrier: 3}

The vending machines are positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
58"

\section*{Budget Cost:}

Base Cost: \(\$ 0.00\)
Contingency Cost: \(\$ 0.00\)
Design Cost: \(\$ 0.00\)
Total Cost: \$0.00

\section*{Possible Solutions:}

Contact vendor to provide accessible vending machine.

\section*{Barrier Priority:}

Level 10 (Low): Drinking fountains and public phones (DOJ Level 4 \& 5) - minimally out of compliance


Barrier \#3 Additional Barrier Photos


\section*{North Building}

\section*{Barrier: 4}

There is not enough knee clearance under the drinking fountain.

\section*{Citation:}

2010 ADAS Section: 602.2
1991 ADAAG Section:
4.15.5(1)

Current Condition:
26.5"

\section*{Budget Cost:}

Base Cost: \$3,800.00
Contingency Cost: \(\$ 570.00\)
Design Cost: \$760.00
Total Cost: \$5,130.00

\section*{Possible Solutions:}

Provide a drinking fountain with the required knee clearance.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Barrier \#4 Additional Barrier Photos}


\section*{Employee Men's Restroom}

\section*{Barrier: 5}

The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & 12" & Base Cost: \(\$ 1,300.00\) \\
404.2.4.1 & & Contingency Cost: \(\$ 195.00\) \\
& & Design Cost: \(\$ 260.00\) \\
1991 ADAAG Section: & & Total Cost: \(\$ 1,755.00\)
\end{tabular}

\section*{Possible Solutions:}

Install automatic door opener.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#5 Additional Barrier Photos}


\section*{Employee Men's Restroom}

\section*{Barrier: 6}

The compartment door is not self closing.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
A4.17.5

Current Condition:
No self-closing door
ner

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \(\$ 15.00\)
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Employee Men's Restroom}

\section*{Barrier: 7}

The water closet compartment door is missing a loop handle on the inside.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
4.17.5

Current Condition:
Loop handle missing
op hande missing

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Employee Men's Restroom}

\section*{Barrier: 8}

The toilet seat cover dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
51"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#8 Additional Barrier Photos}


\section*{Employee Men's Restroom}

\section*{Barrier: 9}

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
52"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#9 Additional Barrier Photos}


\section*{Employee Men's Restroom}

\section*{Barrier: 10}

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
14 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#10 Additional Barrier Photos}


\section*{Employee Women's Restroom}

\section*{Barrier: 11}

The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & 12" & Base Cost: \(\$ 1,300.00\) \\
404.2.4.1 & & Contingency Cost: \(\$ 195.00\) \\
& & Design Cost: \(\$ 260.00\) \\
1991 ADAAG Section: & & Total Cost: \(\$ 1,755.00\)
\end{tabular}

\section*{Possible Solutions:}

Install automatic door opener.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#11 Additional Barrier Photos}


\section*{Employee Women's Restroom}

\section*{Barrier: 12}

The compartment door is not self closing.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
A4.17.5

Current Condition:
No self-closing door
No self-closing door

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Employee Women's Restroom}

\section*{Barrier: 13}

The water closet compartment door is missing a loop handle on the inside.

Citation:
2010 ADAS Section: 604.8.1.2

1991 ADAAG Section:
4.17.5

Current Condition:
Loop handle missing
Lop handle missing

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Employee Women's Restroom}

\section*{Barrier: 14}

The toilet seat cover dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
53"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \$40.00
Total Cost: \$270.00

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#14 Additional Barrier Photos}


\section*{Employee Women's Restroom}

\section*{Barrier: 15}

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
52"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#15 Additional Barrier Photos}


\section*{Employee Women's Restroom}

\section*{Barrier: 16}

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9
1991 ADAAG Section:
4.13.11(1)

Current Condition:
15 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#16 Additional Barrier Photos}


\section*{North Building Men's Restroom}

\section*{Barrier: 17}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not
adequately insulated
Budget Cost:
Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{North Building Men's Restroom}

Barrier: 18

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 20.00\) \\
A4.17.5 & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{North Building Men's Restroom}

\section*{Barrier: 19}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{North Building Men's Restroom}

\section*{Barrier: 20}

The urinal is too close to the side wall.

\section*{Citation:}

2010 ADAS Section: 605.2
1991 ADAAG Section:
4.18.3

\section*{Current Condition:}

12"

\section*{Budget Cost:}

Base Cost: \$2,300.00
Contingency Cost: \(\$ 345.00\)
Design Cost: \(\$ 460.00\)
Total Cost: \$3,105.00

\section*{Possible Solutions:}

Relocate the urinal to measure between 15 " from the wall.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{Barrier \#20 Additional Barrier Photos}


\section*{North Building Men's Restroom}

\section*{Barrier: 21}

The security box projects more than 4" into the circulation path.

\section*{Citation:}

2010 ADAS Section: 307.2
1991 ADAAG Section: 4.4.1

\section*{Current Condition:}

6"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \$40.00
Total Cost: \$270.00

\section*{Possible Solutions:}

Relocate the security box to a location where it is not within the circulation path.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#21 Additional Barrier Photos}


\section*{North Building Men's Restroom}

\section*{Barrier: 22}

The room contains 6 or more fixtures and therefore must have \(5 \%\) and a minimum of one ambulatory toilet stall.

\section*{Citation:}

2010 ADAS Section: 213.3.1

\section*{Current Condition:}

Ambulatory Stall Missing

\section*{Budget Cost:}

Base Cost: \$3,000.00
Contingency Cost: \(\$ 450.00\)
Design Cost: \(\$ 600.00\)
Total Cost: \$4,050.00

\section*{Possible Solutions:}

Modify restroom to provide an ambulatory toilet stall.

\section*{Barrier Priority:}

Level 6 (Medium): Parking or exterior accessible routes (DOJ Level 1) - minimally out of compliance Access to goods and services (DOJ Level 2) - moderately out of compliance
Restrooms (DOJ Level 3) - severely out of compliance


\section*{Barrier \#22 Additional Barrier Photos}


\section*{North Building Women's Restroom}

\section*{Barrier: 23}

The water and drain pipes under the lavatory are not adequately insulated.

\section*{Citation:}

2010 ADAS Section: 606.5

1991 ADAAG Section:
4.19.4

\section*{Current Condition:}

Drain pipes are not adequately insulated

\section*{Budget Cost:}

Base Cost: \(\$ 300.00\)
Contingency Cost: \(\$ 45.00\)
Design Cost: \(\$ 60.00\)
Total Cost: \(\$ 405.00\)

\section*{Possible Solutions:}

Provide protection at the exposed drains and water lines under the lavatory.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{North Building Women's Restroom}

\section*{Barrier: 24}

The compartment door is not self closing.

\section*{Citation:}

2010 ADAS Section: 604.8.1.2

1991 ADAAG Section:
A4.17.5

Current Condition:
No self-closing door
No self-closing door

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{North Building Women's Restroom}

\section*{Barrier: 25}

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 20.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{North Building Women's Restroom}

\section*{Barrier: 26}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{North Building Women's Restroom}

\section*{Barrier: 27}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{South Building Men's Restroom}

\section*{Barrier: 28}

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 20.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{South Building Men's Restroom}

\section*{Barrier: 29}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{South Building Men's Restroom}

Barrier: 30

The side grab bar does not extend far enough from the rear wall.

\section*{Citation:}

2010 ADAS Section: 604.5.1

1991 ADAAG Section:
4.17.6

Current Condition:
49"

\section*{Budget Cost:}

Base Cost: \$400.00
Contingency Cost: \(\$ 60.00\)
Design Cost: \$80.00
Total Cost: \$540.00

\section*{Possible Solutions:}

Provide a 42" long grab bar and mount it 12" off the back wall.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#30 Additional Barrier Photos}


\section*{South Building Men's Restroom}

Barrier: 31

The coat hook is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
54"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#31 Additional Barrier Photos}


\section*{South Building Women's Restroom}

Barrier: 32

The compartment door is not self closing.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & No self-closing door & Base Cost: \(\$ 100.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 15.00\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 20.00\) \\
A4.17.5 & & Total Cost: \(\$ 135.00\)
\end{tabular}

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{South Building Women's Restroom}

Barrier: 33

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{South Building Women's Restroom}

Barrier: 34

The coat hook is positioned too high for either a side or front approach.

Citation:
2010 ADAS Section: 308.1

Current Condition:
55"

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \$135.00

\section*{Possible Solutions:}

Add a coat hook that is mounted no higher than 48" above finished floor.

\section*{Barrier Priority:}

Level 9 (Low): Restrooms (DOJ Level 3) - minimally out of compliance


\section*{Barrier \#34 Additional Barrier Photos}


\section*{South Building}

Barrier: 35

The clear floor space required at accessible drinking fountains is not positioned for a forward approach.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: 602.2 & \(32 "\) & Base Cost: \(\$ 3,800.00\) \\
1991 ADAAG Section: & & Contingency Cost: \(\$ 570.00\) \\
4.15.5(1) & & Design Cost: \(\$ 760.00\) \\
& & Total Cost: \(\$ 5,130.00\)
\end{tabular}

\section*{Possible Solutions:}

Provide a drinking fountain with the required clear floor space.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level \(4 \& 5\) ) - severely out of compliance


\section*{Barrier \#35 Additional Barrier Photos}


\section*{South Building}

Barrier: 36

The there is no drinking fountain for standing persons.

\section*{Citation:}

2010 ADAS Section: 602.7

1991 ADAAG Section:
4.15.2, 4.1.3(10)(a)

\section*{Current Condition:}

Standing person fountain missing

\section*{Budget Cost:}

Base Cost: \$3,800.00
Contingency Cost: \(\$ 570.00\)
Design Cost: \(\$ 760.00\)
Total Cost: \$5,130.00

\section*{Possible Solutions:}

Install an additional unit for standing persons.

\section*{Barrier Priority:}

Level 7 (Medium): Access to goods and services (DOJ Level 2) - minimally out of compliance Restrooms (DOJ Level 3) - moderately out of compliance
Drinking fountains and public phones (DOJ Level 4 \& 5) - severely out of compliance


\section*{South Building Breakroom}

Barrier: 37

The microwave, coffee pot, and paper towel dispenser are positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

\section*{Current Condition:}

57", 64", 53"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \$270.00

\section*{Possible Solutions:}

Lower microwave, coffee pot, and paper towel dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


Barrier \#37 Additional Barrier Photos


\section*{Barrier \#37 Additional Barrier Photos}


\section*{South Building Break Men's Restroom}

Barrier: 38

The compartment door is not self closing.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
A4.17.5

Current Condition:
No self-closing door
No self-closing door

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \(\$ 15.00\)
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{South Building Break Men's Restroom}

\section*{Barrier: 39}

The water closet compartment door is missing a loop handle on the inside.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & Loop handle missing & Base Cost: \(\$ 150.00\) \\
604.8.1.2 & & Contingency Cost: \(\$ 22.50\) \\
1991 ADAAG Section: & & Design Cost: \(\$ 30.00\) \\
4.17.5 & & Total Cost: \(\$ 202.50\)
\end{tabular}

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{South Building Break Men's Restroom}

Barrier: 40

The toilet seat cover dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
58"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#40 Additional Barrier Photos}


\section*{South Building Break Men's Restroom}

\section*{Barrier: 41}

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
54"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#41 Additional Barrier Photos}


\section*{South Building Break Men's Restroom}

\section*{Barrier: 42}

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
14 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#42 Additional Barrier Photos}


\section*{South Building Break Women's Restroom}

\section*{Barrier: 43}

The compartment door is not self closing.

\section*{Citation:}

2010 ADAS Section:
604.8.1.2

1991 ADAAG Section:
A4.17.5

Current Condition:
No self-closing door
No self-closing door

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door to self-close.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{South Building Break Women's Restroom}

\section*{Barrier: 44}

The water closet compartment door is missing a loop handle on the inside.

Citation:
2010 ADAS Section: 604.8.1.2

1991 ADAAG Section:
4.17.5

Current Condition:
Loop handle missing
Lop handle missing

\section*{Budget Cost:}

Base Cost: \(\$ 150.00\)
Contingency Cost: \$22.50
Design Cost: \(\$ 30.00\)
Total Cost: \$202.50

\section*{Possible Solutions:}

Install a door loop handle on the inside of the toilet compartment door.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{South Building Break Women's Restroom}

\section*{Barrier: 45}

The toilet seat cover dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
56"

\section*{Budget Cost:}

Base Cost: \(\$ 200.00\)
Contingency Cost: \$30.00
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Relocate dispenser where it is within the required reach range.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#45 Additional Barrier Photos}


\section*{South Building Break Women's Restroom}

\section*{Barrier: 46}

The paper towel dispenser is positioned too high for either a side or front approach.

\section*{Citation:}

2010 ADAS Section: 308.1

Current Condition:
55"

\section*{Budget Cost:}

Base Cost: \$200.00
Contingency Cost: \(\$ 30.00\)
Design Cost: \(\$ 40.00\)
Total Cost: \(\$ 270.00\)

\section*{Possible Solutions:}

Lower dispenser so the highest operable part is at 48" above finished floor.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#46 Additional Barrier Photos}


\section*{South Building Break Women's Restroom}

\section*{Barrier: 47}

The feminine product dispenser is not accessible because it the control is 59" high and requires tight grasping and pinching.

\section*{Citation:}

2010 ADAS Section: 309.4
1991 ADAAG Section:
4.27.4

\section*{Current Condition:}

59" and requires tight grasping to operate

Budget Cost:
Base Cost: \(\$ 400.00\)
Contingency Cost: \(\$ 60.00\)
Design Cost: \(\$ 80.00\)
Total Cost: \(\$ 540.00\)

\section*{Possible Solutions:}

Replace dispenser with unit that does not require tight grasping to operate. When installed, the unit must be \(48^{\prime \prime}\) to the highest operable part.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#47 Additional Barrier Photos}


\section*{South Building Break Women's Restroom}

Barrier: 48

The door exceeds the maximum pressure to open the door.

\section*{Citation:}

2010 ADAS Section: 404.2.9

1991 ADAAG Section:
4.13.11(1)

Current Condition:
14 lbs

\section*{Budget Cost:}

Base Cost: \(\$ 100.00\)
Contingency Cost: \$15.00
Design Cost: \$20.00
Total Cost: \(\$ 135.00\)

\section*{Possible Solutions:}

Adjust door closer.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{South Building Break Women's Restroom}

\section*{Barrier: 49}

The maneuvering space on the pull side of the door or gate does not adequately extend beyond the latch side of the door.
\begin{tabular}{lll} 
Citation: & Current Condition: & Budget Cost: \\
2010 ADAS Section: & \(16.5^{\prime \prime}\) & Base Cost: \(\$ 1,300.00\) \\
404.2.4.1 & & Contingency Cost: \(\$ 195.00\) \\
& & Design Cost: \(\$ 260.00\) \\
1991 ADAAG Section: & & Total Cost: \(\$ 1,755.00\)
\end{tabular}

\section*{Possible Solutions:}

Install automatic door opener.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#49 Additional Barrier Photos}


Cost Summary
\begin{tabular}{|l|c|r|}
\hline Item & \# of Barriers & Total Item Cost \\
\hline High Priority & 0 & \(\$ 0.00\) \\
\hline Level 1 & 0 & \(\$ 0.00\) \\
\hline Level 2 & 0 & \(\$ 0.00\) \\
\hline Level 3 & 0 & \(\$ 0.00\) \\
\hline Level 4 & 0 & \(\$ 0.00\) \\
\hline Medium Priority & 8 & \(\$ 23,490.00\) \\
\hline Level 5 & 1 & \(\$ 405.00\) \\
\hline Level 6 & 1 & \(\$ 4,050.00\) \\
\hline Level 7 & 6 & \(\$ 19,035.00\) \\
\hline Level 8 & 0 & \(\$ 0.00\) \\
\hline Low Priority & 41 & \(\$ 14,647.50\) \\
\hline Level 9 & 14 & \(\$ 2,767.50\) \\
\hline Level 10 & 1 & \(\$ 0.00\) \\
\hline Level 11 & 26 & \(\$ 11,880.00\) \\
\hline Level 12 & 0 & \(\$ 0.00\) \\
\hline Priority Total & 49 & \(\$ 38,137.50\) \\
\hline
\end{tabular}

\section*{Site Accessibility Evaluation}


6th Street Bus Storage
Yard
1301 E 6th St Reno, NV 89512

Accessibility Evaluation
Inspection Date: 10/19/2018
Inspector: Mandy Manning

Prepared By
Barriers ..... 3
6th Street Entrance ..... 3
Restroom 1 ..... 5
Restroom 2 ..... 8
Cost Summary ..... 11

\section*{6th Street Entrance}

\section*{Barrier: 1}

The threshold is greater than \(1 / 2^{\prime \prime}\) high.

\section*{Citation:}

2010 ADAS Section: 404.2.5

1991 ADAAG Section:
4.13.8

Current Condition:
2"

\section*{Budget Cost:}

Base Cost: \$500.00
Contingency Cost: \(\$ 75.00\)
Design Cost: \$100.00
Total Cost: \$675.00

\section*{Possible Solutions:}

Modify threshold to achieve a change in level that is no more than \(1 / 2\) ".

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#1 Additional Barrier Photos}


\section*{Restroom 1}

\section*{Barrier: 2}

The restroom is not nearly compliant. The water closet centerline is located beyond 16"-18" from the wall, flush control on wrong side, no grab bars.

\section*{Citation:}

2010 ADAS Section: 213.2
1991 ADAAG Section:
4.1.2(6)

\section*{Current Condition:}

Non-compliant restroom.

Budget Cost:
Base Cost: \$3,500.00
Contingency Cost: \(\$ 525.00\)
Design Cost: \(\$ 700.00\)
Total Cost: \$4,725.00

\section*{Possible Solutions:}

Water closet needs to be relocated, flush control must be located on open side of water closet, rear and side grab bars installed and lavatory replaced to provide require knee clearance.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#2 Additional Barrier Photos}


\section*{Barrier \#2 Additional Barrier Photos}


\section*{Restroom 2}

\section*{Barrier: 3}

The water closet flush control is located on the wrong side, the mirror above the lavator is too high and the lockers obstruct the required wheelchair turning space.

\section*{Citation:}

2010 ADAS Section: 213.2
1991 ADAAG Section:
4.1.2(6)

\section*{Current Condition:}

Non-compliant restroom.

\section*{Budget Cost:}

Base Cost: \$3,500.00
Contingency Cost: \(\$ 525.00\)
Design Cost: \(\$ 700.00\)
Total Cost: \$4,725.00

\section*{Possible Solutions:}

Water closet needs to be replaced with flush control on open side of room, mirror needs to be lowered and lockers removed to provide required wheelchair turning space. If the toilet room was constructed or modified prior to March 15, 2012, then the lavatory location is acceptable.

\section*{Barrier Priority:}

Level 11 (Low): De minimis barrier; compliance can be handled by program modification, or does not need to be handled until a person with a disability is hired (Title II)


\section*{Barrier \#3 Additional Barrier Photos}


\section*{Barrier \#3 Additional Barrier Photos}


Cost Summary
\begin{tabular}{|l|l|l|}
\hline Item & \# of Barriers & Total Item Cost \\
\hline High Priority & 0 & \\
\hline Level 1 & 0 & \(\$ 0.00\) \\
\hline Level 2 & 0 & \(\$ 0.00\) \\
\hline Level 3 & 0 & \(\$ 0.00\) \\
\hline Level 4 & 0 & \(\$ 0.00\) \\
\hline Medium Priority & 0 & \(\$ 0.00\) \\
\hline Level 5 & 0 & \(\$ 0.00\) \\
\hline Level 6 & 0 & \(\$ 0.00\) \\
\hline Level 7 & 0 & \(\$ 0.00\) \\
\hline Level 8 & 0 & \(\$ 0.00\) \\
\hline Low Priority & 3 & \(\$ 0.00\) \\
\hline Level 9 & 0 & \(\$ 10,125.00\) \\
\hline Level 10 & 0 & \(\$ 0.00\) \\
\hline Level 11 & 3 & \(\$ 0.00\) \\
\hline Level 12 & 0 & \(\$ 10,125.00\) \\
\hline Priority Total & \(\mathbf{3}\) & \(\$ 0.00\) \\
\hline
\end{tabular}

\section*{[ADA Transition Plan}

\section*{APPENDIX F}

\section*{Self-Evaluation Findings Non-Facilities}

\section*{Self-Evaluation Findings - Non-Facilities}

The RTC's ADA Transition Plan reflects the results of a review of select services provided to employees and the public. The review identifies programmatic barriers to individuals with disabilities interested in accessing the services offered by the RTC.

\section*{F.1. Programs, Procedures, and Policies Review}

Under the ADA, the RTC is required to complete a Self-Evaluation of the RTC's facilities, programs, policies, and practices. The Self-Evaluation identifies and provides possible solutions to those policies and practices that are inconsistent with Title II requirements. To be compliant, the Self-Evaluation should consider all the RTC's services, as well as the policies and practices the RTC uses to implement its various programs and services.

To comply with requirements of the plan, the RTC must take corrective measures to address issues identified in the assessment to achieve program accessibility through several methods, including, but not limited to:
- Relocation of programs to accessible facilities;
- Modifications to existing programs so they are offered in an accessible manner;
- Structural methods such as altering an existing facility;
- Policy modifications to ensure nondiscrimination; and
- Auxiliary aids provided to produce effective communication.

When choosing a method of providing program access, the RTC should attempt to give priority to the method that promotes inclusion among all users, including individuals with disabilities.

Services offered by the RTC to the public must be accessible. Accessibility applies to all aspects of a service, including advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

However, the RTC does not have to take any action that will result in a fundamental alteration in the nature of a program or activity, create a hazardous condition for other individuals, or result in an undue financial and/or administrative burden. This determination can only be made by the ADA/504 Coordinator and/or an authorized designee of the RTC, such as the RTC Director or his designee, and must be accompanied by a written statement detailing the reasons for reaching the determination.

The determination of undue burden must be based on an evaluation of all resources available for use. If a barrier removal action is judged unduly burdensome, the RTC must consider all other options for providing access that will ensure that individuals with disabilities receive the benefits and services of the program or activity. This process must be fully documented, and it is recommended to be stored with other ADA-related information.

\section*{F.1.1. Departmental Surveys and Interviews}

The interactive survey process was conducted following the review of the RTC's website. The service questionnaires were submitted to each RTC department. The questionnaires were tailored to the services offered by each department and used to finalize the determination of ADA compliance for each department's services. The responses were reviewed, and possible solutions for issues identified have been integrated throughout the ADA Transition Plan.
- Department contacts are aware that ADA obligations exist. However, some were not aware of all the specific requirements.
- Department contacts were unaware of an RTC-wide ADA grievance policy and procedure.
- Department contacts were aware that the RTC does not have a process on how to obtain alternate formats of RTC documents or the types of formats available.
- Department contacts were unsure if the RTC has a public notice under the ADA.
- ADA-specific training is not a common practice throughout the RTC, but does occur for engineering and construction.
- An ADA Liaison Committee has not yet been established, and no specific training has been conducted to ensure all Liaisons are aware of their roles and responsibilities.
- Department contacts were unaware of policies and procedures or guidelines in place regarding ADA compliant purchasing and procurement.
- Department contacts indicated they do not use ADA checklists to ensure ADA compliance.
- Department contacts were unaware of consistent RTC-wide non-discrimination statements that are required to be included in all information distributed by the RTC.

\section*{Survey of All Departments: Possible Solutions}

The possible solutions associated with each of the departmental surveys and interviews have been incorporated into the following sections of this document, as applicable for all RTC services.

\section*{F.1.2. Department-Specific Information}

During the departmental survey and interview process, additional information was gathered for each department. A discussion of additional programmatic elements found during the research and evaluation process for each department is included in the following section.

\section*{F.1.1.1 Administrative Services Department}

\section*{Administrative Services Department: Self-Evaluation Findings}
- The Information Technology Division does not provide annual training to RTC staff regarding website ADA accessibility.
- The Human Resources Division provides new employee orientation upon hire. During the orientation process, new employees are provided ADA specific training, information regarding their rights and obligations under the ADA, or contact information for the RTC ADA/504 Coordinator for Title I or Title II.
- The Human Resources Division does not provide annual ADA training for employees regarding Title I and Title II.

\section*{Administrative Services Department:}
- The RTC will provide annual training to all applicable RTC staff regarding ADA accessible websites. This training should establish guidelines for developing and maintaining ADA compliant department webpages. While training is not a specific requirement of the ADA, the RTC is obligated to provide equal access to services. This training should provide guidance to employees regarding the ADA and Section 508 of the Rehabilitation Act, as well as the tools needed to ensure ADA compliance.
- The Human Resources Division will provide new employees with ADA specific training, information regarding their rights and obligations under the ADA, and contact information for the RTC's ADA/504 Coordinator for Title I and Title II.
- The RTC will provide annual ADA-specific training to staff regarding Title I and Title II. This training should include policies and procedures developed from this transition planning process, employee rights and obligations regarding employment-related training, as well as training for ADA elements within the public rights-of-way. While training is not a specific ADA requirement, as a Title II entity, the RTC is obligated to provide equal access to services. Furthermore, this training would provide individuals with the tools needed to ensure ADA compliance.

\section*{F.1.1.2. Engineering Department}

\section*{Engineering Department: Self-Evaluation Findings}
- The Engineering Department is aware of the Joint Technical Assistance Memorandum regarding Title II of the ADA requirements to provide curb ramps when streets, roads, or highways are altered through resurfacing. However, the RTC has not developed guidelines regarding this Memorandum.
- The RTC currently has not adopted the PROWAG.

\section*{Engineering Department: Possible Solutions}
- The Engineering Department should use the Joint Technical Assistance Memorandum regarding Title II of the ADA requirements to provide curb ramps when streets, roads, or highways are altered through resurfacing. This guidance from the U.S. Department of Justice (DOJ) should be incorporated into the RTC operations and existing and adopted policies and procedures to ensure past and present projects are being altered in ADA compliance: https://www.fhwa.dot.gov/civilrights/programs/doj fhwa ta.cfm.
- While the PROWAG has not yet been finalized, it is recommended that the RTC formally adopted the PROWAG as a RTC standard practice and also develop ADA-specific guidance about PROWAG. This guidance should be used department-wide and throughout the RTC, as needed. While this adoption is not specifically an ADA requirement, it is strongly recommended to ensure ADA compliance.

\section*{F.1.1.3. Finance Department}

\section*{Finance Department: Self-Evaluation Findings}
- The Finance Department does not use a procurement policy and procedure or guidance that reviews information and technology purchases for ADA compliance before purchase.

\section*{Finance Department: Possible Solutions}
- The Finance Department should develop a procurement policy and procedure or guidelines for RTC staff to use while reviewing information and technology purchases for ADA compliance before purchase. While the development of this policy and procedure is not a specific ADA requirement, it is recommended the RTC develop this policy and procedure to combine with information and technology policies and procedures to ensure ADA compliance with Section 508 of the Rehabilitation Act.

\section*{F.1.1.4 Government Affairs Department}

\section*{Government Affairs Department: Self-Evaluation Findings}
- Government Affairs Department staff have not attended training regarding the ADA.
- The Government Affairs Department does not provide training regarding the ADA to RTC officials.

\section*{Government Affairs Department: Possible Solutions}
- The RTC should provide annual ADA specific training to RTC officials and Government Affairs Department staff regarding Title I and Title II. This training should include policies and procedures developed from this transition plan process, employee rights and obligations regarding employment-related training, as well as training for ADA elements within the public rights-of-way. While training is not a specific ADA requirement, as a Title II entity, the RTC is obligated to provide equal access to programs, services, and activities. Furthermore, this training would provide individuals with the tools needed to ensure ADA compliance.

\section*{F.1.1.5. Planning Department}

\section*{Planning Department: Self-Evaluation Findings}
- The Planning Department staff have attended limited training regarding the ADA.
- The Planning Department staff do not use specific checklists regarding ADA compliance.

\section*{Planning Department: Possible Solutions}
- The RTC should provide annual ADA-specific training to staff regarding Title I and Title II. This training should include policies and procedures developed from this transition planning process, employee rights and obligations regarding employment-related training, as well as training for ADA elements within the public rights-of-way. While training is not a specific ADA requirement, as a Title II entity, the RTC is obligated to provide equal access to services. Furthermore, this training would provide individuals with the tools needed to ensure ADA compliance.
- The Department should develop and use specific ADA checklists or guidance to ensure ADA compliance. These checklists or guidance should include information regarding the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the PROWAG. While this is not a specific ADA requirement, the RTC is obligated to provide equal access to services and this guidance would provide the Planning Department staff with the necessary tools to ensure ADA compliance.

\section*{F.1.1.6. Public Transportation Division}

Public Transportation Division: Self-Evaluation Findings
- The RTC provides information on the website that states: "Information found on the website can be provided in an alternative format upon request. Please contact the Regional Transportation Commission of Washoe County at 775-348-0477 to speak to an RTC Customer Service representative. The RTC will do its best to provide the requested alternative format within a reasonable time." However, no alternate format policy and procedure exist.
- ADA-specific training is provided to employees. However, training is not maintained on an annual basis.

\section*{Public Transportation Division: Possible Solutions}
- The RTC should develop an alternate format policy, procedure, and request form. See Section F.1.14 Alternate Format Policy, Procedure, and Request Form.
- The RTC should provide annual ADA-specific training to staff regarding Title I and Title II. This training should include policies and procedures developed from this transition planning process, employee rights and obligations regarding employment-related training, as well as training for ADA elements within the public rights-of-way. While training is not a specific ADA requirement, as a Title II entity, the RTC is obligated to provide equal access to services. Furthermore, this training would provide individuals with the tools needed to ensure ADA compliance.

\section*{F.1.3. ADA/504 Coordinator (Title I/Title II)}

Under the ADA Title II, when a public entity has 50 or more employees based on an entity-wide employee total count, the entity is required to designate at least one qualified responsible employee to coordinate compliance with ADA requirements. The name, office address, and telephone number of this individual must be available and advertised to employees and the public. This allows for someone to assist with questions and concerns regarding disability discrimination to be easily identified.

\section*{ADA/504 Coordinator: Self-Evaluation Findings}

The RTC has appointed Angela Reich as the ADA/504 Coordinator for Title I and Mark Maloney as the ADA/504 Coordinator for Title II. Below is their contact information. However, this information is not published on the RTC website or in other RTC documents reviewed as part of this Transition Plan:

Title I:
Angela Reich, ADA/504 Coordinator
1105 Terminal Way, Suite 217
Reno, NV 89502
Phone: 775-332-1056
Nevada Relay: 7-1-1
areich@rtcwashoe.com
Title II:
Mark Maloney, ADA Compliance Officer
1105 Terminal Way, Suite 200
Reno, NV 89502
Phone: 775-335-1902
Nevada Relay: 7-1-1
mmaloney@rtcwashoe.com

The RTC is working on updating the website to include this information.

\section*{ADA/504 Coordinator: Possible Solutions}
- The Title I and Title II ADA/504 Coordinators' contact information should be prominently displayed in common areas that are accessible to all employees and areas open to the public. Also, the ADA/504 Coordinators' contact information must be included in all materials that are distributed from the RTC. This includes posting this information on the website.

\section*{F.1.4. Roles and Responsibilities of the ADA/504 Coordinator}

Below is a list of qualifications for ADA Coordinators that are recommended by the DOJ:
- Familiarity with the entities structures, activities, and employees;
- Knowledge of the ADA and other laws addressing the rights of people with disabilities, such as Section 504 of the Rehabilitation Act;
- Experience with people with a broad range of disabilities;
- Knowledge of various alternative formats and alternative technologies that enable individuals with disabilities to communicate, participate, and perform tasks;
- Ability to work cooperatively with local entities and people with disabilities;
- Familiarity with any local disability advocacy groups or other disability groups;
- Skills and training in negotiation and mediation; and
- Organizational and analytical skills.

\section*{Roles and Responsibilities of the ADA/504 Coordinator: Self-Evaluation Findings}
- No information regarding the roles and responsibilities of the ADA/504 Coordinator is provided on the RTC's website or in RTC documents reviewed as part of this Transition Plan.

\section*{Roles and Responsibilities of the ADA/504 Coordinator: Possible Solutions}
- The RTC should document the roles and responsibilities of the ADA/504 Coordinator. These roles and responsibilities should be consistent with the DOJ's guidance for "An Effective ADA Coordinator": https://www.ada.gov/pcatoolkit/chap2toolkit.htm. This guidance was developed as a part of this project. See Appendix G for a copy.

\section*{F.1.5. ADA Grievance Policy, Procedure, and Form with Appeals Process}

\section*{Title I}

Title I of the ADA prohibits private employers, state and local governments, employment agencies, and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA covers employers with 15 or more employees based on an entity-wide employee total count, including state and local governments.

The purpose of the ADA grievance procedure is to provide a mechanism for the resolution of discrimination issues at the RTC level, rather than require the complainant to resort to resolution at the federal level.

ADA Grievance Policy, Procedure, and Form with Appeals Process for the ADA (Title I): SelfEvaluation Findings
- No information was found regarding an ADA grievance policy, procedure, and form with appeals process for the ADA (Title I).
- No information was found regarding a complaint log for the ADA grievance policy, procedure, and form with appeals process for the ADA (Title I).
- An ADA grievance policy, procedure, and form with appeals process for Title I should be developed. These documents should be adopted RTC-wide, posted on the RTC's website, and publicized in common areas that are accessible to all employees and areas open to the public.
- The RTC should maintain an ADA complaint log. This log shall be confidential and should include an internal complaint number, details about the complaint, and specifics regarding the resolution.

\section*{Title II}

Local governments with 50 or more employees are required to develop, adopt and publish procedures for resolving grievances in a prompt and fair manner that may arise under Title II of the ADA at a local level.

An ADA grievance procedure for Title II should include the following:
- A description of how and where a complaint under Title II may be filed with the government entity;
- If a written complaint is required, a statement notifying potential complainants that alternative means of filing will be available to people with disabilities who require such an alternative;
- A description of the time frames and processes to be followed by the complainant and the government entity;
- Information on how to appeal an adverse decision;
- A statement of how long complaint files will be retained;
- Develop a complaint form that provides sufficient space for the complainant to provide contact information including address and phone number, description of alleged discrimination including the date of discrimination and information regarding all individuals who may be involved, detailed information if a complaint has been filed with another agency or other federal, state, or local civil rights agency or court, and sufficient area to provide indication of attachments such as additional documentation or pictures; and
- Information must be readily available in alternate formats to all employees and to the public such as large print or Braille.

The DOJ provides information outlining the process of a compliant investigation, resolution process, appeals process and a timeline for these procedures: https://www.ada.gov/pcatoolkit/chap2toolkit.htm.

ADA Grievance Policy, Procedure, and Form with Appeals Process for the ADA (Title II): SelfEvaluation Findings
- An ADA grievance policy and procedure was found on the RTC's website. This policy and procedure appears to be in accordance with the DOJ. However, the policy and procedure references a "Review of Grievance Request." This reference appears to provide information regarding the process for filing an appeal but does not specifically state it as an "appeals process."
- The policy and procedure mentions alternate formats. However, a policy and procedure for alternate formats is not provided or referenced.
- An "ADA Compliance Comment or Concern Form" was found on the RTC's website in a .pdf and an online form format. Both formats are missing verbiage that states the forms are specifically for the ADA grievance process for Title II and does not include an RTCwide non-discrimination statement. The forms do not provide specific areas to identify which RTC program, service, or activity needs modifications and does not provide an area to include attachments such as additional documentation or pictures.
- No information was found regarding a complaint log for the ADA grievance policy, procedure, and form with appeals process for the ADA (Title II).
ADA Grievance Policy, Procedure, and Form with Appeals Process for the ADA (Title II): Possible Solutions
- The "Review of Grievance Request" title should be revised to be titled as "Appeals Process". While this is not a requirement, this revision would provide clarification.
- The RTC should develop an alternate format policy, procedure, and request form. See Section F.1.14 Alternate Format Policy, Procedure, and Request Form.
- The "ADA Compliance Comment or Concern Form" should be revised to specify the form is for the ADA grievance process for Title II and include the RTC-wide non-discrimination statement. In addition, the form should include specific areas to identify which RTC service needs modifications and provide an area to include attachments such as additional documentation or pictures.
- These documents should be adopted RTC-wide, posted on the RTC's website, and publicized in common areas that are accessible to all employees and areas open to the public.
- The RTC should maintain an ADA complaint log. This log shall be confidential and should include an internal complaint number, details about the complaint, and specifics regarding the resolution.

\section*{F.1.6. Reasonable Accommodation and Modification Request Policy, Procedure, and Request Form}

\section*{Title I}

The reasonable accommodation request process plays a very important role when ensuring that the RTC does not discriminate based on a disability. A reasonable accommodation is any modification to a job, the work environment, or the way things are usually done that allows an individual with a disability to apply for a job, perform job functions, or enjoy equal access to benefits available to other individuals in the workplace.

Reasonable Accommodation Request Policy, Procedure, and Request Form (Title I), RTC Management Policy P-48: Self-Evaluation Findings
- This policy does not include an RTC-wide non-discrimination statement for Title I employment activities.
- This policy states employees are to contact a Human Resources representative to request an accommodation instead of contacting the ADA/504 Coordinator or their immediate supervisor.
- The policy contains a statements section for the interactive process. However, it does not specifically state that the individual should specify what accommodations are needed to perform the essential job functions.
- The policy states that if an employee/applicant with a disability discusses the need for an accommodation with a manager/supervisor, the manager/supervisor should notify Human

Resources of this information. However, it does not mention contacting the ADA/504 Coordinator to provide accommodation information.
- This policy states that the RTC reserves the right to implement the accommodation of its choice if the accommodation requested or any alternative is reasonable and will not impose an undue hardship. However, it does not specify that the RTC reserves the right to implement the accommodation that is the most effective.
- This policy includes a section for reporting. However, the ADA/504 Coordinator is not mentioned as a reporting authority.
- This policy includes a section for no retaliation. However, the existing language does not include coercion.

Reasonable Accommodation Request Policy, Procedure, and Request Form (Title I), RTC Management Policy P-48: Possible Solutions
- The RTC should develop a consistent RTC-wide non-discrimination statement policy. See Section F.1.11 Non-Discrimination Policy.
- This policy should be revised to include contact information for the ADA/504 Coordinator for an employee to request an accommodation.
- This policy should be revised to include specific language regarding the interaction process stating that the individual should specify what accommodation is needed to perform the essential functions of the job.
- The policy should be revised to include language to notify the ADA/504 Coordinator regarding if an employee/applicant with a disability discusses the need for an accommodation with a manager/supervisor, the manager/supervisor should notify Human Resources of this information.
- This policy should be revised to include language that states that the RTC reserves the right to implement the accommodation that is the most effective, reasonable and does not impose an undue hardship.
- This policy should be revised to include the ADA/504 Coordinator as a reporting authority.
- This policy should be revised to exclude information regarding retaliation. This information should be moved to a stand-alone policy and include language regarding coercion.

\section*{Title II}

The reasonable modification request process allows an individual from the public to request a modification that will provide equal access to any RTC service. A public entity must reasonably modify its policies, practices, or procedures to avoid discrimination unless the modification will fundamentally alter the nature of its program, services, or activity.

Reasonable Modification Request Policy, Procedure, and Request Form (Title II): Self-Evaluation Findings
- The reasonable modifications request policy, procedure, and request form was found on the RTC's website. The reasonable modification policy and procedure states to complete the online form or contact the RTC Customer Service by telephone or Relay Nevada. The ADA/504 Coordinator is not mentioned and does not include an RTC-wide nondiscrimination statement.
- The policy and procedure references a specific review process for reasonable accommodation requests. This reference appears to provide information regarding the process for filing an appeal but does not specifically state it as an "appeals process." In addition, the review process does not appear that the ADA/504 Coordinator is involved except stated as, "All reasonable modification requests and reasonable modification
review requests submitted to the ADA Compliance Officer in written, electronic or recorded format, as well as responses thereto, will be retained by RTC for at least (3) three years."
- The policy and procedure included language regarding alternate formats. However, the RTC does not have a policy and procedure in place for alternate formats.
- The ADA Compliance Comments and Concerns online form appears to be more of a comments and concerns form for incidents that occur on bus routes and not a general complaint form. In addition, no non-discrimination statement is included.

Reasonable Modification Request Policy, Procedure, and Request Form (Title II): Possible Solutions
- The policy, procedure, and form should be revised to include contact information for the ADA/504 Coordinator and include an RTC-wide non-discrimination statement for Title II Services. See Section F.1.11 Non-Discrimination Policy.
- The policy and procedure references a specific review process for reasonable accommodation requests. This review process language should be revised to reflect "Appeals Process" as the title and to also include the ADA/504 Coordinator within the review request process.
- The RTC should develop an alternate format policy, procedure, and request form. See Section F.1.14 Alternate Format Policy, Procedure, and Request Form.
- The RTC should develop an accessible reasonable modification request form. This form should provide sufficient area for the requestor to provide contact information including address and phone number, the specific program, service, or activity and a description of the requested modification. The form should also provide detailed information if a complaint or request has been filed with another agency or other federal, state, or local civil rights agency or court, and sufficient area to provide an indication of attachments such as additional documentation or pictures.

\section*{F.1.7. Service Animal Guidance}

A reasonable accommodation is any modification or adjustment to a job or the work environment that will enable a qualified applicant or employee with a disability to participate in the application process or to perform essential job functions. A reasonable accommodation also includes any modification or adjustment to a provided program, service, or activity that the entity provides to ensure accessibility for the public. A reasonable accommodation may also include the use of a service animal. Service animals are used for a variety of reasons, so each accommodation request and modification may be different.

\section*{Service Animal Guidance: Self-Evaluation Findings}
- No information was found regarding service animal guidance for requests for reasonable accommodations or modifications from qualified applicants, employees, or the public.

\section*{Service Animal Guidance: Possible Solutions}

The RTC should develop a RTC-wide guidance for staff to reference when dealing with service animals as reasonable accommodations or modifications for applicants, employees, and the public. Each RTC Department should integrate this guidance into their Department-specific standard operating procedures. In doing so, this policy and procedure should be customized to fit each Department's situations and provide guidance as to when a service animal is an effective reasonable accommodation or modification.
- The U.S. Equal Employment Opportunity Commission created enforcement guidance for Reasonable Accommodations and undue hardship under the ADA: https://www.eeoc.gov/policy/docs/accommodation.html.
- The DOJ created a publication providing guidance on service animals and the ADA: DOJ Service Animal Guidance: https://www.ada.gov/service animals 2010.htm.

\section*{F.1.8. ADA Grievance Policy, Procedure, and Form with Appeals Process for Section 508 of the Rehabilitation Act}

Section 508 of the Rehabilitation Act of 1973 requires that all electronic and information technologies developed and used by any federal government agency must be accessible to individuals with disabilities. This includes websites, video and audio tapes, electronic books, televised programs, and other such media. Individuals with disabilities may still have to use special hardware and/or software to access the resources. This law pertains to the federal government, but each state can adopt these regulations for state use. The State of Nevada has not officially adopted these technology requirements. However, the RTC should use the State's stance on website and other digital media policies and procedures. The State of Nevada Electronic and Information Technology (EIT) policies and procedures can be found here: http://adahelp.nv.gov/digital.

ADA Grievance Policy, Procedure, and Form with Appeals Process for Section 508 of the Rehabilitation Act: Self-Evaluation Findings
- No information was found regarding the RTC's Section 508 of the Rehabilitation Act policy, procedure, and form with appeals process.

ADA Grievance Policy, Procedure, and Form with Appeals Process for Section 508 of the Rehabilitation Act: Possible Solutions
- The RTC should develop an ADA grievance policy, procedure, and form with appeals process for Section 508 of the Rehabilitation Act. The form should include the complainant's contact information, description of the electronic and information technology in question, and specific details regarding the non-conforming aspects and remedy that is being requested.
- The policy, procedure, and form with appeals process should be adopted RTC-wide, posted on the RTC's website, and publicized in common areas that are accessible to all employees and the public.
- The RTC should maintain an ADA complaint log. This log shall be confidential and should include an internal complaint number, details about the complaint, and details regarding the resolution.

\section*{F.1.9. Retaliation or Coercion Policy}

Individuals who exercise their rights under the ADA, or assist others in exercising their rights, are protected from retaliation. The prohibition against retaliation or coercion applies broadly to any individual or entity that seeks to prevent an individual from exercising their rights or to retaliate against individuals for having exercised their rights.

\section*{Retaliation or Coercion Policy: Self-Evaluation Findings}
- RTC Management Policy P-48 Reasonable Accommodation includes language regarding no retaliation. However, this language does not mention coercion.

\section*{Retaliation or Coercion Policy: Possible Solutions}
- The RTC should draft a stand-alone policy. This policy should include information about retaliation and coercion. This policy should be adopted RTC-wide and must be accessible to all employees and the public. The U.S. Equal Employment Opportunity Commission guidance on retaliation and related issues can be found here: https://www.eeoc.gov/laws/guidance/retaliation-guidance.cfm.

\section*{F.1.10. Non-Discrimination Policy}

All public entities must ensure that no qualified individuals with disabilities be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program, service, or activity administered by that entity.

To do so, public entities must develop two separate policies:
- Non-Discrimination Statement Policy, which documents the requirement to include a nondiscrimination statement in any RTC publication or document distributed to employees or the public.
- Non-Discrimination Contract Clause, which documents the requirement to include a nondiscrimination statement in all funding agreements that the RTC employs to pass federal funds to other agencies, entities, or municipalities, but not contractors.

\section*{Non-Discrimination Statement Policy}

Non-Discrimination Statement Policy: Self-Evaluation Findings
- Several different variations of non-discrimination statements were found. However, none of the statements found are consistent or used RTC-wide.

\section*{Non-Discrimination Statement Policy: Possible Solutions}
- The RTC should develop consistent RTC-wide non-discrimination statements for Title Iemployment activities and Title II - Services administered by the RTC. These statements should include language that provides contact information for the ADA/504 Coordinator regarding an accommodation, modification, or alternate formats. While these statements are not a specific ADA requirement, the DOJ requires that all Title II entities adopt and distribute a public notice about the relevant provisions of the ADA to all people who may be interested in its services. It is recommended a non-discrimination statement be included in all information distributed by the RTC to comply with 28 CFR 35.106: https://www.ada.gov/regs2010/titlell 2010/titlell 2010 regulations.htm\#a35106.
- The RTC should incorporate both non-discrimination statements into a stand-alone policy that provides guidance to RTC staff on the application of non-discrimination statements for Title I and Title II. This policy should be accessible to all employees and used in RTC materials that are distributed by the RTC.

\section*{Non-Discrimination Contract Clause}

\section*{Non-Discrimination Contract Clause: Self-Evaluation Findings}
- No information regarding a non-discrimination contract clause was found on the RTC's website or in RTC-provided documents.

\section*{Non-Discrimination Contract Clause: Possible Solutions}
- The RTC should develop a consistent non-discrimination contract clause. This clause should include language within applicable RTC contracts that would ensure that no person
or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation, or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in all RTC programs, services, or activities. While this clause is not a specific ADA requirement, the DOJ requires that all Title II entities adopt and distribute a public notice about the relevant provisions of the ADA to all people who may be interested in its services. It is recommended to put a nondiscrimination statement in all information distributed by the RTC to comply with 28 CFR 35.106:
https://www.ada.gov/regs2010/titlell 2010/titlell 2010 regulations.htm\#a35106.
- The RTC should develop staff guidance regarding the application of a non-discrimination contract clause. This policy would only be accessible to applicable RTC staff who may initiate federally funded contracts or any joint use agreements with other entities.

\section*{F.1.11. Public Notice Under the ADA}

The ADA public notice requirement applies to all state and local governments covered by Title II, including entities with fewer than 50 employees. The target audience for the public notice includes applicants, beneficiaries, and other people interested in the entities' services. This notice is required to include information regarding Title II of the ADA and how it applies to the services of the public entity. Publishing and publicizing the ADA notice is not a one-time requirement. State and local government entities should provide the information on an ongoing basis, whenever necessary.

\section*{Public Notice Under the ADA: Self-Evaluation Findings}
- No information regarding a Public Notice Under the ADA was found on the RTC's website or in RTC-provided documents.

\section*{Public Notice Under the ADA: Possible Solutions}
- The RTC should develop a Public Notice Under the ADA. This notice should be adopted by the RTC, posted on the web, and publicized in common areas that are accessible to all employees and areas open to the public. The DOJ provided guidance regarding a Public Notice Under the ADA: https://www.ada.gov/pcatoolkit/chap2toolkit.htm.

\section*{F.1.12. Title II ADA/504 ADA Assurances}

Every applicant for federal financial assistance shall provide a written assurance stating that all services are being conducted or operated in compliance with all laws and regulations. As a recipient of federal funds, the RTC must include a written Title II ADA/504 Assurance in all funding agreements and joint use agreements to receive federal financial assistance. In turn, the RTC must require that any sub-recipient who receives federal financial assistance from the RTC provide an annual written Title II ADA/504 Assurance. This includes funding agreements and all joint use agreements with other agencies, entities, or municipalities.

Title II ADA/504 ADA Assurances: Self-Evaluation Findings
- No information regarding Title II ADA/504 ADA Assurances was found on the RTC's website or in RTC provided documents.

Title II ADA/504 ADA Assurances: Possible Solutions
- The RTC should develop a Title II ADA/504 ADA Assurance in accordance with the Code of Federal Regulations (CFR) (49 CFR 27.9) to ensure non-discrimination in all services:

\section*{F.1.13. Alternate Format Policy, Procedure, and Request Form}

Under the ADA, a public entity is responsible for providing ADA accessible communications. This includes any documents or information that is distributed by the RTC. If a request for an alternate format is received, the RTC must have an action plan to accommodate the request. For example, the DOJ does not expect entities to have Braille copies of all documents; however, Braille copies are expected to be readily available. Readily available means that once a request is received, a policy and procedure is in place to make a reasonable accommodation or modification to the document or information requested. This document must be provided to the requestor in a reasonable amount of time.

\section*{Alternate Format Policy, Procedure, and Request Form: Self-Evaluation Findings}
- No information regarding an alternate format request policy, procedure, and form was found on the RTC's website or in RTC-provided documents.

\section*{Alternate Format Policy, Procedure, and Request Form: Possible Solutions}
- The RTC should develop an alternate format request policy, procedure, and form. This policy and procedure shall guide staff regarding the process of obtaining an alternate format and utilizing the RTC's vendor database, if available, to obtain vendor information for alternate formats. This policy and procedure should be adopted RTC-wide and should be accessible to all employees and the public. The request form should include the requestor's contact information, existing document information, and type of alternate format being requested.

\section*{F.1.14. Responsibility/Acceptance Disclaimer for other Entities' Links, Forms, Documents, and Videos}

Under the ADA, a public entity is responsible for providing ADA accessible alternate formats, including any documents or information that is distributed by the RTC obtained from another entity. For example, if there is a link to an external site on RTC's website that leads to additional information. However, it may not be feasible for the RTC to obtain the original from the source for the purpose of creating an alternate format. Therefore, the RTC should add a disclaimer where external sources are referenced stating that the RTC is not responsible for ADA compliance of external content and any requests for alternate formats of external content should be directed to the source entity.

Responsibility/Acceptance Disclaimer for other Entities' Links, Forms, Documents, and Videos: Self-Evaluation Findings
- No information or policy regarding an ADA-specific disclaimer was found on the RTC's website or in RTC-provided documents.

Responsibility/Acceptance Disclaimer for other Entities' Links, Forms, Documents, and Videos: Possible Solutions
- The RTC should develop a disclaimer statement to communicate the RTC's perspective on ADA compliance regarding content on another entity's site, links, forms, documents, and videos that are represented on the RTC's website. This statement should be posted
on the website and publicized in common areas that are accessible to all employees and areas open to the public.

\section*{F.1.15. Policies and Procedures for ADA Transition Plan Updates and Corrections (Title I)}

Tracking ADA Transition Plan updates and corrections for Title I is important in showing progress toward barrier removal and should be completed using a systematic approach to ensure all updates and corrections are documented.

\section*{Policies and Procedure for ADA Transition Plan Updates and Corrections (Title I): Self-Evaluation} Findings
- No policies and procedures for ADA Transition Plan updates and corrections for Title I were found on the RTC's website or in RTC-provided documents.

Policies and Procedure for ADA Transition Plan Updates and Corrections (Title I): Possible Solutions
- The RTC should develop customized policies and procedures for ADA Transition Plan updates and corrections for Title I. While this is not a specific ADA requirement, these policies and procedures would provide RTC staff guidance through the internal process for updating and correcting issues found during the ADA transition plan process.

\section*{F.1.16. ADA Liaison Committee}

An ADA Liaison Committee is typically comprised of representatives from each agency department. These individuals work closely with the ADA/504 Coordinator to resolve issues regarding the needs of their department and the programs under their management. The ADA/504 Coordinator works closely with the ADA Liaison Committee to coordinate the implementation of plans, programs, policies, and procedures.

\section*{ADA Liaison Committee: Self-Evaluation Findings}
- The RTC has not yet established an ADA Liaison Committee.

\section*{ADA Liaison Committee: Possible Solutions}
- The RTC should establish an ADA Liaison Committee comprised of representatives from each RTC department and should meet periodically to ensure that the RTC is practicing a good faith effort to achieve ADA compliance. The RTC could utilize individuals involved in the TAC for the ADA Transition Plan.
- The ADA Liaison Committee information should be publicized in common areas that are accessible to employees and areas open to the public. This includes posting this information on the RTC website.

\section*{F.1.17. Employment Practices Review}

All public entities must ensure that no qualified individual with disabilities be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any service administered by that entity, including employment. Public entities must provide an equal opportunity for employment.

The RTC Management Policy P-48 and the RTC Management Policy P2 were reviewed, and additional information was obtained from the survey and interview process. This information was reviewed for consistency with current accessibility requirements and standards.

\section*{RTC Management Policy P-48}

RTC Management Policy P-48: Self-Evaluation Findings
- See Section F.1.7 Reasonable Accommodation and Modification Request Policy, Procedure, and Request Form.

RTC Management Policy P-48: Possible Solutions
- See Section F.1.7 Reasonable Accommodation and Modification Request Policy, Procedure, and Request Form.

\section*{RTC Management Policy P-2 (Revised 2018)}

RTC Management Policy P-2 (Revised 2018): Self-Evaluation Findings
- This policy does not reference specific ADA policies and procedures. The document should reference all ADA policies and procedures for Title I, as well as the nondiscrimination statement for Title I.

\section*{RTC Management Policy P-2 (Revised 2018): Possible Solutions}
- This policy should be revised to include references regarding the RTC's ADA policies and procedures developed from this transition plan process.

\section*{F.1.18. Job Description Review}

The ADA does not require an employer to develop or maintain job descriptions. Nevertheless, employers can certainly benefit from having well-written job descriptions that spell out the "essential functions" for each employment position. When job descriptions are written, they must be non-discriminatory.

A written job description can help employers identify whether an applicant will be able to perform the essential tasks required for a position. During the interview process, employers are not allowed to ask if an individual has a disability that would prevent them from performing certain job tasks. Employers may, however, ask applicants whether they can perform the "essential functions" of a position, such as the ability to meet attendance expectations or to operate a particular machine. If an applicant notifies the employer that he or she is unable to perform an essential job function because of a disability, the employer must then consider whether it is possible to reasonably accommodate the disability.

Two RTC job descriptions were reviewed. The following section provides a summary of the findings and possible solutions. A complete summary of the job description reviews is provided at the end of this Appendix.

\section*{Job Description Review: Self-Evaluation Findings}
- Job descriptions do not have recommended headings for clarification.
- Job descriptions contain discriminatory language. When describing actual job duties, there are some physical demands. However, specific language must be used so that someone with a disability can disqualify themselves.
- Job descriptions do not have disclaimer language to inform employees and applicants that the description is subject to change.
- Some job descriptions do not provide physical requirements. These requirements are needed to assist individuals in determining their qualifications.
- Some job descriptions state that a driver's license is required but does not specify if this requirement is a Bona Fide Occupational Qualification (BFOQ).
- Job descriptions do not include a non-discrimination statement regarding Title I, employment activities.

Job Description Review: Possible Solutions
- Job descriptions should separate information under specific headings for better clarification. Under these headings, the RTC may use as many sub-headings as necessary to cover all aspects of the job description. These recommended headings are Job Title, Job Summary, Essential Functions, Non-Essential Functions, and Job Specifications.
- When listing physical demands in a job description, the wording must be such that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of "carry" or "lift," use "move," "transport," "position," "install," "remove," "hoist," or "transfer." See the end of this Appendix for Equivalent Language Guidance.
- The RTC should include disclaimer language on all job descriptions to notify employees and applicants that the description is subject to change.
- All job descriptions should provide physical requirements to ensure clarity.
- When a driver's license is a requirement, the RTC must ensure this is a BFOQ. If this is not necessary as a part of the essential job functions, this should be revised to require a state-issued identification instead of a state-issued driver's license.
- Job descriptions should be revised to include a non-discrimination statement regarding Title I, employment activities. See Section F.1.11 Non-Discrimination Policy. This statement should include language that provides contact information for the ADA/504 Coordinator regarding an accommodation, modification, or alternate formats. While these statements are not a specific ADA requirement, the DOJ requires that all Title II entities adopt and distribute a public notice about the relevant provisions of the ADA to all people who may be interested in its services. It is recommended to put a non-discrimination statement in all information distributed by the RTC to comply with 28 CFR 35.106: https://www.ada.gov/regs2010/titlell 2010/titlell 2010 regulations.htm\#a35106.

\section*{F.1.19. Emergency Management Plan Review}

Emergency planning and management has become increasingly important today. All community emergency plans and emergency management teams must include the necessary information on how to properly assist citizens in the community who may have a disability. Identifying the citizens with disabilities is paramount to rescuing them. The RTC should have an Emergency Management Plan in place that details how to help citizens with disabilities in the event of a local emergency.

Disabilities manifest themselves in varying degrees, and the functional implications of the variations are important for emergency evacuation. A person may have multiple disabilities, while another may have a disability whose symptoms fluctuate. Everyone needs to have a plan to be able to evacuate a building, regardless of his or her physical condition.

While planning for every situation that may occur in every type of an emergency is impossible, being as prepared as possible is important. One way to accomplish this is to consider the input of various people and entities, from executive management, human resources, and employees with disabilities to first responders and other businesses, occupants, and others nearby. Involving such
people in the development of the RTC's Emergency Management Plan will help everyone understand the evacuation plans and the challenges that businesses, building owners and managers, and people with disabilities face. The RTC System Security and Emergency Preparedness Program Plan was reviewed. The following section provides a summary of the findings and possible solutions.

RTC System Security and Emergency Preparedness Program Plan Review: Self-Evaluation Findings
- The RTC System Security and Emergency Preparedness Program Plan document provides information on establishing responsibilities for security and emergency preparedness, a methodology for documenting and analyzing security and emergency preparedness issues and developing the management system through tracking and monitoring. However, this document does not specifically address emergency plan information for individuals with disabilities.

RTC System Security and Emergency Preparedness Program Plan Review: Possible Solutions
- The RTC should develop an emergency management plan checklist to use as a preliminary assessment of emergency management of RTC programs and policies and procedures. The DOJ, Federal Transit Administration (FTA), and Federal Emergency Management Agency (FEMA) provides the following guidance:
- https://www.ada.gov/emergencyprepguide.htm
- https://www.ada.gov/pcatoolkit/chap7emergencymgmtadd1.htm
- https://www.fema.gov/media-library-data/143760881023765bce1c81c720e99c260ea740e98901d/Language GuidelinesInclusive Emergency Preparedness.pdf
- https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PlanningGuide.pdf
- The RTC should develop a support network with the local disability organizations, and include them in the emergency planning process.
- The RTC should create a volunteer registration process that identifies the location of individuals with disabilities, and the type of disability they have. The registry will help with the planning process for accessible transportation needs.
- The RTC should ensure they have access to accessible transportation for evacuations or transporting people to a medical clinic. Accessible transportation options can be obtained by working with local or private services, public transportation, or paratransit.
- Evacuation plans should include how to evacuate people with assistive equipment and how to replace equipment if it is lost or destroyed, as well as a plan on how to evacuate people who have service animals.
- Training should be provided to volunteers as well as all department heads who will be involved in the execution of the emergency plan. Training ensures the emergency plan is executed as planned and ensures clear and proper communication to individuals with disabilities. Training should include how to identify people wearing medical alert tags or bracelets, and various ways to communicate with people with visual, hearing, or cognitive impairments.
- The RTC should prepare alternative ways to help individuals who use medical equipment during a power outage.
- The RTC should identify the location and availability of more than one facility for dialysis for people who will need dialysis as part of a health maintenance plan or routine or other life-sustaining treatment. In addition, the RTC should develop a resource list that includes
the location of all types of Durable Medical Equipment (DME) available in surrounding locations, as well as qualified American Sign Language interpreters, wheelchair repair, therapeutic oxygen, hearing aids and repair, medications, etc. The resource list should be as comprehensive and should be included in the emergency planning manual.
- The RTC should host an "Emergency Planning Preparedness" class for individuals with disabilities. The class will teach them how to develop a "kit" they can keep for emergencies and allow them to sign up for the emergency registry.
- The RTC should develop an emergency evacuation plan for employees and visitors. Evacuation plans should consider the impact of internal and external emergencies regarding the RTC's operations and should be tailored to the workplace environment. The Great Lakes ADA Center provides guidance on Emergency Preparedness and Using Employee Information: http://adagreatlakes.org/BusinessToolkit/?section=1\&id=6.

\section*{F.1.20. Previous ADA Complaints (Title I and II) Review}

All public entities must ensure that no qualified individual with disabilities be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any service administered by that entity.

A review of previous ADA complaints from the past five years is necessary to ensure that all complaints have been addressed and updated in the Transition Plan.

\section*{Previous ADA Complaints Review (Title I and II): Self-Evaluation Findings}
- The RTC is not aware of any Title I or Title II ADA complaints that have been received in the past five years.

\section*{Previous ADA Complaints Review (Title I and II): Possible Solutions}
- The RTC should maintain confidential complaint/request files and ADA complaint/request logs. However, logs for both Title I and Title II should include detailed information.
- Logs for Title I shall be confidential and should include an internal complaint number, extensive details about the complaint and process, as well as details regarding the resolution.
- Logs for Title II shall be confidential and should include an internal complaint number, extensive details regarding the complaint and process, which would include locations and pictures, and details regarding the complaint resolution.

\section*{F.2. Services Review}

Select services were researched and evaluated for ADA compliance. All programs, procedures, and policies mentioned in Section F. 1 were integrated into this section (Section F.2). This review was based on what is accessible to the public on the RTC website, as well as department-specific questions that were submitted to the RTC.

\section*{F.2.1. Boards, Commissions, Committees, and Councils Review}

The RTC website provides various information regarding the RTC's boards, commissions, committees, and councils. These groups are listed below:
- Regional Transportation Commission Board (RTC)
- Regional Transportation Commission Technical Advisory Committee (RTC TAC)
- Regional Transportation Commission Citizens Multimodal Advisory Committee (RTC CMAC)
- Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)
- Nevada Unified Certification Program (NUCP) Committee
- RTC Investment Committee

Boards, Commissions, Committees, and Councils Review: Self-Evaluation Findings
- Most meetings are open to the public and are believed to be held in accessible facilities. However, ADA checklists are not always used to determine compliance.
- All agendas are posted on the RTC's website. However, they are not available in alternate formats, nor does the RTC have an alternate format policy and procedure.
- The RTC does not have an RTC-wide non-discrimination statement. There is not a statement included on agendas or minutes.
- However, public comment opportunities are available.
- Member openings and meeting notices are advertised in various formats. However, the RTC does not have an alternate format policy and procedure.
- Member appointment process and eligibility requirements apply. These requirements are available for view by the public.
- ADA-specific training is not provided to members.

\section*{Boards, Commissions, Committees, and Councils Review: Possible Solutions}
- The RTC should develop and use checklists to ensure ADA compliance for ADA compliant meeting locations. While this is not a specific ADA requirement, this checklist would benefit the RTC by ensuring that all meeting locations are accessible to the public.
- The RTC should develop an alternate format policy, procedure, and request form. See Section F.1.14 Alternate Format Policy, Procedure, and Request Form.
- The RTC should develop an RTC-wide Non-Discrimination Statement Policy for Title II and include this statement in all meeting agenda and minutes. See Section F.1.11 NonDiscrimination Policy.
- The RTC should provide opportunities for the disability community to provide input regarding the member selection process, when applicable. This may include advertising the need for input with local disability organizations. See Volume 1 Section Error! Reference source not found. Error! Reference source not found..
- The RTC does post the member appointment process and eligibility requirements for view by employees and the public.
- The RTC should provide annual ADA-specific training to all members regarding Title I and Title II. This training should include policies and procedures developed from this transition planning process, employee rights and obligations regarding employment-related training, as well as training for ADA elements within the public rights-of-way. While training is not a specific ADA requirement, as a Title II entity, the RTC is obligated to provide equal access to services. Furthermore, this training would provide individuals with the tools needed to ensure ADA compliance.

\section*{F.2.2. Documents and Forms Videos Reviewed}

The RTC website provides various documents and forms that are available to the public. For a complete listing of documents and forms reviewed, see the end of this Appendix.

\section*{Documents and Forms Videos Reviewed: Self-Evaluation Findings}
- The RTC does not have alternate formats available for every document, form, or video.
- The RTC does not have a policy or procedure in place to address alternate formats. Alternate formats are auxiliary aids, services, or devices that enable effective communication for individuals with disabilities.
- The RTC does not have a disclaimer statement to communicate the RTC's perspective on ADA compliance regarding content on another entity's site, links, forms, documents, videos, or podcasts that are represented on the RTC's website.
- The RTC does not have an RTC-wide Non-Discrimination Statement Policy for Title II and that includes this statement in information that is distributed by the RTC.

\section*{Documents and Forms Reviewed: Possible Solutions}
- Each department liaison, once identified, should develop a list of all documents and forms for their department. The list should include the document or form name, location(s) where it can be found (office location, website link), what alternate formats are available, and how the formats can be obtained. This list should be updated continuously as documents and forms are created and revised. The forms should be reviewed for ADA compliance. Section 508 Compliant PDF Checklist is provided here: https://508compliantdocumentconversion.com/compliance-regulations/pdf-compliancechecklist/.
- The RTC should develop an alternate format policy, procedure, and request form. See Section F.1.14 Alternate Format Policy, Procedure, and Request Form.
- The RTC should develop a disclaimer statement to communicate the RTC's perspective on ADA compliance regarding content on another entity's site, links, forms, documents, videos or podcasts that are represented on the RTC's website. See Section F.1.15 Responsibility/Acceptance Disclaimer for Other Entities' Links, Forms, Documents, and Videos.
- The RTC should develop guidelines to assist staff in providing closed captioning or transcripts for videos that are available to all employees and the public. These guidelines shall include the process to add closed captioning or use the vendor database to purchase closed captioning or transcription services.
- The RTC should develop a consistent RTC-wide non-discrimination statement policy. See Section F.1.11 Non-Discrimination Policy.

\section*{RTC Management Policy: P-33 ADA Compliance - ACCESS}

RTC Management Policy: P-33 ADA Compliance - ACCESS: Self-Evaluation Findings
- ADA specific policies and procedures are not included or referenced.

\section*{RTC Management Policy: P-33 ADA Compliance - ACCESS: Possible Solutions}
- The policy should be revised to include references regarding policies and procedures developed from this transition planning process.

\section*{RTC Management Policy: P-34 ADA Compliance - RIDE}

RTC Management Policy: P-34 ADA Compliance - RIDE: Self-Evaluation Findings
- This document was approved in 1992 and updated in 1995. It does not specifically reference the U.S. Department of Transportation (DOT), FTA ADA Circular (FTA C 4710.1) that was approved in 2015.
- Revise the existing document to reference sections in the DOT, FTA ADA Circular (FTA C 4710.1). This document is specific to ADA guidance to recipients and sub-recipients of the FTA financial assistance necessary to carry out provisions of the ADA of 1990, Section 504 of the Rehabilitation Act of 1973, as amended, and the DOTs implementing regulations at 49 CFR Parts 27, 37, 38, and 39.

\section*{Orange Book}

Orange Book: Self-Evaluation Findings
- Page 327, Section 333.16 Protection of Existing Facilities - This section states if sidewalks facilities were damaged due to a Contractor's operations, it shall be repaired or replaced by the Contractor at his expense as directed by the Landscape Architect. However, this section does not mention curb ramps.

\section*{Orange Book: Possible Solutions}
- This document should be revised to including information regarding damage to curb ramps.

\section*{RTC Public Participation Plan}

RTC Public Participation Plan: Self-Evaluation Findings
- Pages 15 -16 provide an example of a public notice for newspapers and the website. However, this example notice does not include an RTC-wide non-discrimination statement.
- Page 17 provides an example of a public notice for the website. This notice also includes a statement regarding requests for auxiliary aides or services. However, this statement does not appear to be an RTC-wide non-discrimination statement and does not include the ADA/504 Coordinator as the contact for requests.

\section*{RTC Public Participation Plan: Possible Solutions}
- The RTC should develop a consistent RTC-wide non-discrimination statement policy. See Section F.1.11 Non-Discrimination Policy.

\section*{RTC Board Agenda Packet and Minutes}

RTC Board Agenda Packet and Minutes: Self-Evaluation Findings
- This document does not include a consistent RTC-wide non-discrimination statement.
- Pages 48 and 49 state that a sub-recipient shall not discriminate against any employee or person offered employment because of race, national origin, creed, color, sex religion, age, disability or handicap condition, including Acquired Immune Deficiency Syndrome (AIDS) and AIDS-related conditions. The language, "or handicap condition, including AIDS and AIDS-related conditions" is considered to be outdated and unnecessary.

\section*{RTC Board Agenda Packet and Minutes: Possible Solutions}
- The RTC should develop a consistent RTC-wide non-discrimination statement policy. See Section F.1.11 Non-Discrimination Policy.
- The language, "or handicap condition..." should be removed as this language is considered outdated and is not in accordance with the recommendations from the DOJ.
- The language, "including AIDS and AIDS-related conditions" should be removed as this language is not recommended by DOJ and is not considered as a protected class.

\section*{RTC CMAC Agenda Packet and Minutes}

RTC CMAC Agenda Packet and Minutes: Self-Evaluation Findings
- This document does not include a consistent RTC-wide non-discrimination statement.

RTC CMAC Agenda Packet and Minutes: Possible Solutions
- The RTC should develop a consistent RTC-wide non-discrimination statement policy. See Section F.1.11 Non-Discrimination Policy.

\section*{RTC TAC Agenda Packet and Minutes}

RTC TAC Agenda Packet and Minutes: Self-Evaluation Findings
- This document does not include a consistent RTC-wide non-discrimination statement.

\section*{RTC TAC Agenda Packet and Minutes: Possible Solutions}
- The RTC should develop a consistent RTC-wide non-discrimination statement policy. See Section F.1.11 Non-Discrimination Policy

\section*{F.2.3. Website Compliance}

Section 504 of the Rehabilitation Act of 1973 requires that no qualified individual with a disability, on the basis of a disability, be excluded from participation in or be denied the benefits of any service that is federally funded. The DOJ considers the RTC's website to be a program or service that is offered to the public. Therefore, the website program or service must be in ADA compliance with web accessibility guidelines.

The Web Content Accessibility Guidelines (WCAG) 2.0 makes websites more accessible to individuals with disabilities by ensuring that the web content is more perceivable, operable, understandable, and robust. Web content accessibility guideline information can be found through WUHCAG: https://www.wuhcag.com/wcag-checklist/. These guidelines consist of the following:
- Provide text alternatives for non-text content;
- Provide alternatives for time-based media;
- Either design or provide or layout alternative friendly toward disabled users. Alternatives should not lose any original information or structure;
- Make viewing and hearing content easier for disabled users, even if it separates the foreground from the background;
- Ensure your website can be fully navigated using a keyboard;
- Modify moving sections so users can pause or delay them;
- Clearly label pages and sections;
- Eliminate design elements that can trigger seizures;
- Use navigational tools that enable disabled users to find, browse, and understand the content;
- Ensure all content can be read by assistance programs;
- Keep navigation consistent across the entire website; and
- Design so that it's compatible with existing and future assistive technologies.

\section*{F.2.4. Non-Discrimination Language for Contracts, Agreements, and Waivers}

All public entities must ensure that no qualified individual with disabilities be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any service administered by that entity. In doing so, public entities should provide a statement in all agreements and contracts with the RTC to ensure non-discrimination for both parties and to clarify accessibility obligations.

A complete list of documents reviewed is provided at the end of this Appendix.

\section*{Non-Discrimination Language for Contracts, Agreements, and Waivers: Self-Evaluation Findings}
- All contracts, agreements, and waivers reviewed did not contain ADA language that would clarify ADA responsibilities and obligations.

Non-Discrimination Language for Contracts, Agreements, and Waivers: Possible Solutions
- The RTC should develop guidelines to assist the appropriate staff in writing nondiscrimination language to be included in all RTC contracts and agreements. This nondiscrimination language would need to be assessed by legal counsel on a case-by-case basis. These guidelines shall include language that clarifies responsibilities regarding ADA maintenance, alterations, and construction.

\section*{F.2.5. Effective Communication Efforts and Policy}

The ADA requires that all Title Il entities communicate effectively with people who have communication disabilities by providing auxiliary aids and services. The goal is to ensure that communication with individuals with disabilities is equally effective as communication with people without disabilities.

Auxiliary aids and services are ways to communicate with individuals with disabilities. The type of auxiliary aids and services are assessed on a case-by-case basis. Auxiliary aids and services must be provided free of charge and provided in accessible formats, in a timely manner, and must be provided in a way that ensures individual privacy and independence. Examples of common auxiliary aids and services include, but are not limited to:
- Sign Language Interpreters
- Written materials
- Closed Captioning
- Real-time captioning
- Audio recordings
- Materials and displays in Braille
- Large print materials
- Accessible EIT
- Assistive listening devices and systems

\section*{Effective Communication Efforts and Policy: Self-Evaluation Findings}
- The RTC does not have RTC-wide specific guidelines or policies and procedures regarding effective communication.

\section*{Effective Communication Efforts and Policy: Possible Solutions}
- The RTC should develop guidelines regarding effective communication efforts. These efforts should be effective by providing auxiliary aids and services to individuals who have communication disabilities. These guidelines should be consistent with the DOJ's guidance for "Effective Communication." This guidance can be found here: https://www.ada.gov/pcatoolkit/chap2toolkit.htm.

\section*{F.2.6. Paratransit}

The Department of Transportation (DOT) Americans with Disabilities Act (ADA) regulations apply to both public and private operators of transportation service to the general public. If the private entity is providing service under a contract or other arrangement with a public entity, the private entity "stands in the shoes" of the public entity under 49 C.F.R. Section 37.23 and is subject to the requirements applicable to the public entity. While a public entity may hire contractors, it may not "contract away" its ADA responsibilities.
\begin{tabular}{|c|c|c|c|c|c|c|}
\hline Job Title & Recommended Headings and information included? & \begin{tabular}{l}
Discriminatory Language included? \\
Such as the words typing, lift, carry, pull, push, standing, walking, climbing, gripping, grasping, fingering, talking, hearing descriptive vision, sitting, squatting kneeling, bending, stooping, climbing, etc.
\end{tabular} & \begin{tabular}{l}
Driver's \\
License required?
\end{tabular} & Disclaimer language included regarding the right to change and/or reassign duties? & Non-Discrimination Statement included? & Potential Solutions \\
\hline Facilities Maintenance Supervisor & \begin{tabular}{l}
No \\
"Performance of the essential and marginal functions" is listed under minimum qualifications but not the recommended language and not a specific "heading". \\
Information is included within the job descriptions but they are not "headings".
\end{tabular} & \begin{tabular}{l}
Yes \\
"Verbal and written" uhich should just say effective communication instead of "both verbal and written" \\
Sitting and Standing; walking; kneeling; climbing; stooping; lifting
\end{tabular} & Yes & \begin{tabular}{l}
No \\
Statement says, "May perform other duties as assigned"
\end{tabular} & No & \begin{tabular}{l}
The job description should separate out specific headings for better clarification and to ensure that an individual can disqualify themselves.. Under these headings, feel free to use as many sub-headings as necessary to cover all a spects of the job description. Recommended headings are as follows: Job Title, Job Surmmary, Essential Functions, Non-Essential Functions and Job Specifications including education, physical and mental demands and working conditions. \\
When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. See equivalent language chart. \\
When a driver's license is a requirement, RTC must ensure this is a bona fide occupational qualification (BFOQ). If this is not necessary as a part of the essential job functions, this should be revised to require a state issued identification. \\
Disclaimer language should be on all job descriptions to remind employees and applicants that the description is subject to change and duties can be reassigned. \\
A non-discrimination statement should be included ensuring that the public entity does not discriminate on the basis of a disability, information regarding reasonable accommodations, alternate formats and how to contact the ADA504 Coordinator for Title I.
\end{tabular} \\
\hline Procurement and Compliance Manager & No & \begin{tabular}{l}
Yes \\
Sit, Stand and Walk; Lift \\
"Skill in effective verbal and written communication" which should just say effective communication instead of "both verbal and written"
\end{tabular} & No & \begin{tabular}{l}
No \\
Statement says, "Performs other duties as assigned or required"
\end{tabular} & No & \begin{tabular}{l}
The job description should separate out specific headings for better clarification and to ensure that an individual can disqualify themselves.. Under these headings, feel free to use as many sub-headings as necessary to cover all aspects of the job description. Recormmended headings are as follows: Job Title, Job Surmary, Essential Functions, Non-Essential Functions and Job Specifications including education, physical and mental demands and working conditions. \\
When talking about actual job duties, there are some physical demands. However, the wording must be so that someone with a disability can disqualify themselves. ADA compliant equivalent language must be used. For example: Instead of Carry or Lift, use Move, Transport, Position, Install, Remove, Hoist and/or Transfer. See equivalent language chart. \\
Disclaimer language should be on all job descriptions to remind employees and applicants that the description is subject to change and duties can be reassigned. \\
A non-discrimination statement should be included ensuring that the public entity does not discriminate on the basis of a disability, information regarding reasonable accommodations, alternate formats and how to contact the ADAN54 Coordinator for Titte I .
\end{tabular} \\
\hline
\end{tabular}

RTC of Washoe County
Equivalent Language Guidance
\begin{tabular}{|c|c|c|}
\hline Physical Demand & ADA-Compliant Equivalent & Language Example \\
\hline Stand or Sit & Stationary position & Must be able to remain in a stationary position 50\% of the specified work day. \\
\hline Walk & Gait, Pace, Tread, Move, Traverse, Go, Promenade & Employee must be able to move about inside the office to access file cabinets, office machinery, etc. \\
\hline Use hands/fingers to handle or feel & Operate, Work, Activate, Use, Control, Maneuver, Prepare, Inspect, Place, Detect, Position, Manage, Direct, Conduct & Constantly operates heavy machinery, such as a Motor Graders, Excavators and Backhoe Loaders. \\
\hline Climb (stairs / ladders) & Ascend/Descend, Work atop, Traverse, Scale & Occasionally ascends/descends a ladder to perform building maintenance. \\
\hline Stoop, kneel, crouch, or crawl, Stooping, Twisting & Position Self (to), Move, Changing your body direction, Repositioning & Constantly repositioning self to perform roadway maintenance, including mowing, weed eating and maintenance of heavy equipment. \\
\hline Verbal / Talk / hear & Communicate, Conversate, Convey, Express oneself, Exchange information, Apprehend, Become aware & The person in this position frequently communicates with other employees within the agency regarding time sensitive projects. Must be able to exchange accurate information in these situations. \\
\hline See & Notice, Examine, Identify, Observe, Detect, Recognize, Inspect, Assess & Must be able to stay aware and detect a traffic hazard when on a project site. \\
\hline Taste / Smell & Detect, Distinguish, Determine & Occasionally must be able to distinguish the smell of chemicals when working in the Materials Lab. \\
\hline Carry, Lift & Move, Transport, Position, Install, Remove, Hoist, Transfer & Must be able to transport computer equipment and requested supplies weighing up to 75 pounds to training events held by the agency. \\
\hline Type 40 WPM & Input 40 WPM & Applicant must be able to input 40 wpm into the IOS Oracle System. \\
\hline The disabled, the handicapped & People with disabilities, the disability community & N/A \\
\hline Crippled, suffers from, afflicted with, stricken with, victim of, invalid & Has a disability, is a person with a disability & N/A \\
\hline Normal person, healthy, whole & People without disabilities, able-bodied, person who is able to walk, person who can see, etc. & N/A \\
\hline The blind & Person who is blind / blind people & N/A \\
\hline The deaf & Person who is deaf / low hearing & \\
\hline Wheelchair bound, confined or restricted to a wheelchair & Person who uses a wheelchair, wheelchair user & N/A \\
\hline Handicap parking & Accessible parking, parking for people with disabilities & N/A \\
\hline Dumb, mute & Person who cannot speak, has difficulty speaking, uses synthetic speech, is non-vocal, non-verbal & N/A \\
\hline Stutterer, tongue-tied & Person with a speech impairment, who has a speech disability, speech disorder, or communication disability & N/A \\
\hline CP victim, spastic & Person with cerebral palsy & N/A \\
\hline Crippled, lame, deformed & Person with a disability, walks with a cane, uses leg braces & N/A \\
\hline Epileptic & Person with epilepsy, person with seizure disorder & N/A \\
\hline Fit, attack & Seizure, epileptic episode or event & N/A \\
\hline Crazy, maniac, lunatic, insane, nuts, deranged, psycho, demented & People with emotional disorders, mental illness, mental health disability, psychiatric disability & N/A \\
\hline
\end{tabular}

\section*{RTC of Washoe County}

\section*{Equivalent Language Guidance}
\begin{tabular}{|c|c|c|}
\hline Physical Demand & ADA-Compliant Equivalent & Language Example \\
\hline Retard, mentally defective, moron, idiot, slow, imbecile, feeble-minded, Down's person, mongoloid & Person with a developmental disability, person with mental retardation, person with a developmental delay, person with Down syndrome or person who is brain injured, has traumatic brain injury, is brain damaged, with a closed head injury & N/A \\
\hline Slow learner, retarded & Person who has a learning disability & N/A \\
\hline Dwarf, midget & Short stature, little person & N/A \\
\hline Paraplegic, quadriplegic & Person with spinal cord injury, man with paraplegia, woman who is paralyzed & N/A \\
\hline Birth defect & Congenital disability, birth anomaly & N/A \\
\hline A post-polio, suffered from polio & Has had polio, experienced polio & N/A \\
\hline Homebound & Stay-at-home, hard for the person to get out & N/A \\
\hline Senile, demented & Person with Alzheimer's disease, person who has dementia & N/A \\
\hline
\end{tabular}


RTC of Washoe County Documents and Forms Reviewed
\begin{tabular}{|c|l|}
\hline Documents and Forms & \multicolumn{1}{c|}{ Reference Link } \\
\hline RRIF TAC RGJ and 2017 & Client Provided \\
\hline ADA Compliance Comment or Concern Form & \(\frac{\text { https://www.rtcwashoe.com/wp-content/uploads/2017/04/ADA-Compliance- }}{\text { Comments-Form.pdf }}\) \\
\hline Online Contact Form & htps://www.rtcwashoe.com/about/contact/contact-form/ \\
\hline RRIF TAC Application for Membership 2017 & Client Provided \\
\hline
\end{tabular}

\section*{[ADA Transition Plan}

\section*{APPENDIX G}

\section*{SAMPLE DOCUMENTS}

\section*{The Americans with Disabilities Act Non-Discrimination Contract Clause}

The XXXXX assures that no qualified person with a disability shall, solely by reasons of their disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity administered by the XXXXX.

Specifically, the following discriminatory actions are prohibited:
1. In providing any aid, benefit, or service, the Contractor will not directly or through contractual, licensing, or other arrangements, on the basis of disability:
a) Deny a qualified person with a disability the opportunity to participate in or benefit from the aid, benefit or service.
b) Afford a qualified person with a disability an opportunity to participate in or benefit from the aid, benefit, or service that is not substantially equal to that afforded persons who do not have a disability.
c) Provide a qualified person with a disability an aid, benefit or service that is not as effective in affording equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement as persons without disabilities.
d) Provide different or separate aid, benefits, or services to persons with disabilities or to any class of persons with disabilities unless such action is necessary to provide the aids, benefits or services that are as effective as those provided to persons without disabilities.
e) Aid or perpetuate discrimination against a qualified person with a disability by providing financial or other assistance to an agency, organization, or person that discriminates on the basis of disability.
f) Deny a qualified person with a disability the opportunity to participate in conferences, planning or advising opportunities.
g) Otherwise limit a qualified person with a disability in the enjoyment of any right, privilege, advantage or opportunity enjoyed by others receiving an aid, benefit, or service.
2. For purposes of these assurances, aids, benefits, and services, to be equally effective, are not required to produce the identical result or level of achievement for disabled and nondisabled persons, but must afford persons with disabilities equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement, in the most integrated setting that is reasonably achievable.
3. Even if separate or different aids, benefits or services are available to persons with a disability, the Contractor will not deny a qualified person with a disability the opportunity to participate in the programs or activities that are not separate or different.
4. The Contractor will not, directly or through contractual or other arrangements, utilize criteria or methods of administration:
a) That have the effect of subjecting qualified persons with a disability to discrimination on the basis of disability,
b) That have the purpose or effect of defeating or substantially reducing the likelihood that persons with disabilities can benefit from the objectives of the program or activity, or
c) That yield or perpetuate discrimination against another recipient of federal funds if both recipients are subject to common administrative control or are agencies of the same State.
5. In determining the site or location of a facility, the Contractor will not make selections:
a) That have the effect of excluding persons with disabilities from, denying them the benefits of, or otherwise subjecting them to discrimination under any program or activity, or
b) That has the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the program or activity with respect to persons with disabilities.
6. As used in these assurances, the aid, benefit or service provided under a program or activity includes any aid, benefit or service provided in or through a facility that has been constructed, expanded, altered, leased or rented, or otherwise acquired, in whole or in part, with Federal financial assistance.

\section*{Future Effect of Assurances}

Recipients of Federal financial assistance, and transferees of property obtained by a recipient with the participation of Federal financial assistance, are bound by the above assurances under the following circumstances:
1. When Federal financial assistance is provided in the form of a conveyance of real property or an interest in real property from the U.S. Department of Transportation, the instrument of conveyance shall include a covenant running with the land binding the recipient and subsequent transferees to comply with the requirements for so long as the property is used for the purpose of which the Federal financial assistance was provided or for a similar purpose.
2. When Federal financial assistance is used to purchase or improve real property, these assurances shall obligate the recipient to comply with the requirements and require any subsequent transferee of the property, who is using the property for the purpose for which Federal financial assistance was provided, to agree in writing to comply with the requirements. The obligations of the recipient and transferees shall continue in effect for as long as the property is used for the purpose for which Federal financial assistance was provided or for a similar purpose.
3. When Federal financial assistance is provided in the form of, or is used to obtain, personal property, these assurances shall obligate the recipient to comply with the requirements
for the period it retains ownership or possession of the property or the property is used by a transferee for purposes directly related to the operations of the recipient.
4. When Federal financial assistance is used for purposes other than to obtain property, these assurances shall obligate the recipient to comply with the requirements for the period during which the Federal financial assistance is extended to the program or activity.

\section*{Notice}

The XXXXX will take appropriate initial and continuing steps to notify participants, beneficiaries, applicants and employees, including those with impaired vision or hearing, and unions or professional organizations holding collective bargaining or professional agreements with the XXXXX that it does not discriminate on the basis of disability.

Methods of initial and continuing notification may include the posting of notices, publication in newspapers and magazines, placement of notices in agency publications and distribution of memoranda or other written communications.

\section*{Effect of State or local law}

The obligation to comply with Section 504 of the Rehabilitation Act of 1973 is not obviated or affected by any State or local law.
\(\qquad\)
DATE COMPLAINT CLOSED: \(\qquad\)

\section*{TITLE I ADA GRIEVANCE FORM}

The Regional Transportation Commission of Washoe County Nevada ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities inc/uding all employment practices. To request an accommodation and/or an alternate format, please contact Mark Maloney, ADA/Section 504 Coordinator at 775-335-1902.

Instructions: Please complete and sign the form and email or mail it to the City within 60 calendar days of any incident to:

\section*{ADA Coordinator - Mark Maloney}

Physical address:
Mark Maloney, ADA/Section 504 Coordinator
1105 Terminal Way, Suite 200
Phone: 775-335-1902
Reno, NV 89502
1. Type of Grievance (check all that apply):
\(\qquad\) Accommodation Request
Program/Service
___ Facility Accessibility
\(\qquad\) Other: \(\qquad\)
CONTACT INFORMATION

\section*{2. Reporting Individual:}
\begin{tabular}{|l|l|}
\hline Full Name: \\
\hline Address: \\
\hline City, State, Zip code: & Alternate Phone: \\
\hline Phone: & \\
\hline Email: & \\
\hline
\end{tabular}
3. Authorized Representative of Reporting Individual (if any):
\begin{tabular}{|l|l|}
\hline Full Name: \\
\hline Address: \\
\hline City, State, Zip code: \\
\hline Phone: & Alternate Phone: \\
\hline Email: & \\
\hline
\end{tabular}

\section*{DETAILS OF COMPLAINT / INCIDENT}
4. Date/Time of Incident: \(\qquad\)
5. Department/Facility/Location Involved:
6. Describe the incident/complaint with enough detail so the nature of the grievance can be understood. Add additional pages if necessary:
7. Have attempts been made to resolve the complaint with the RTC? If yes, please describe the efforts that have been made.

\section*{8. Remedy Sought. What action do you want taken?}

Signature
Date

Attach additional pages as necessary. If you need assistance, require an accessible format, or have questions about this form, please contact the RTC ADA/Section 504 Coordinator at:

Physical address:
Mark Maloney, ADA/Section 504 Coordinator 1105 Terminal Way, Suite 200
Reno, NV 89502

\(\qquad\)
\(\qquad\)

\section*{TITLE II ADA GRIEVANCE FORM}

The Regional Transportation Commission of Washoe County Nevada ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered, its recipients, sub-recipients, and contractors. To request an accommodation and/or an alternate format, please contact Mark Maloney, ADA/Section 504 Coordinator at 775-335-1902.

Instructions: Please complete and sign the form and email or mail it to the City within 60 calendar days of any incident to:

> ADA Coordinator - Mark Maloney

Physical address:

Mark Maloney, ADA/Section 504 Coordinator 1105 Terminal Way, Suite 200
Reno, NV 89502

Phone: 775-335-1902
Email: mmaloney@rtcwashoe.com

\section*{1. Type of Grievance (check all that apply):}
\(\qquad\) Accommodation Request Program/Service Facility Accessibility Other: \(\qquad\)
\(\qquad\) CONTACT INFORMATION

\section*{2. Reporting Individual:}
\begin{tabular}{|l||}
\hline Full Name: \\
\hline Address: \\
\hline City, State, Zip code: \\
\hline Phone: \\
\hline Email: \\
\hline
\end{tabular}
3. Authorized Representative of Reporting Individual (if any):
\begin{tabular}{|l|l|}
\hline Full Name: \\
\hline Address: \\
\hline City, State, Zip code: \\
\hline Phone: & Alternate Phone: \\
\hline Email: & \\
\hline
\end{tabular}

\section*{DETAILS OF COMPLAINT / INCIDENT}
4. Date/Time of Incident: \(\qquad\)
5. Department/Facility/Location Involved:
6. Describe the incident/complaint with enough detail so the nature of the grievance can be understood. Add additional pages if necessary:
7. Have attempts been made to resolve the complaint through the RTC? If yes, please describe the efforts that have been made.

\section*{8. Remedy Sought. What action do you want taken?}

Signature
Date

Attach additional pages as necessary. If you need assistance, require an accessible format, or have questions about this form, please contact the RTC ADA/Section 504 Coordinator at:

Physical address:
Mark Maloney, ADA/Section 504 Coordinator 1105 Terminal Way, Suite 200
Reno, NV 89502


\title{
REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY NEVADA TITE I GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT
}

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of employment-related complaints of disability discrimination.

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

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

\author{
Mark Maloney, ADA/Section 504 Coordinator \\ 1105 Terminal Way, Suite 200 \\ Reno, NV 89502 \\ Phone: 775-335-1902 \\ NV Relay: 7-1-1 \\ E-mail: mmaloney@rtcwashoe.com
}

Within 15 calendar days after receipt of the complaint, Mark Maloney or his designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Mark Maloney or his designee will respond in writing, and where appropriate, in a format accessible to the complainant. The response will explain the position of the RTC and offer options for substantive resolution of the complaint.

If the response of Mark Maloney or his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to Lee Gibson, Executive Director, or his designee.

Within 15 calendar days after receipt of the appeal, Lee Gibson or his designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, Lee Gibson or his designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Mark Maloney or his designee, appeals to Lee Gibson or his designee, and responses from these two (2) offices will be retained by the RTC for at least three (3) years.

\title{
REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY NEVADA TITE II GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT
}

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

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

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

\author{
Mark Maloney, ADA/Section 504 Coordinator \\ 1105 Terminal Way, Suite 200 \\ Reno, NV 89502 \\ Phone: 775-335-1902 \\ NV Relay: 7-1-1 \\ E-mail: mmaloney@rtcwashoe.com
}

Within 15 calendar days after receipt of the complaint, Mark Maloney or his designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Mark Maloney or his designee will respond in writing, and where appropriate, in a format accessible to the complainant. The response will explain the position of the RTC and offer options for substantive resolution of the complaint.

If the response of Mark Maloney or his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to Lee Gibson, Executive Director, or his designee.

Within 15 calendar days after receipt of the appeal, Lee Gibson or his designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, Lee Gibson or his designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Mark Maloney or his designee, appeals to Lee Gibson or his designee, and responses from these two (2) offices will be retained by the RTC for at least three (3) years.

\section*{REASONABLE MODIFICATION REQUEST PROCEDURE}

In the event that a qualified individual with disability would like to request a reasonable modification to any provided program, service, and/or activity, the request process is as follows:
1. Anyone seeking a reasonable modification must submit a verbal request and/or a written request using the RTC Reasonable Modification Form. Copies of this form may be printed from the RTC website or a copy may be obtained by contacting the ADA/504 Coordinator.
2. The form must include any available documentation supporting the stated need based upon a disability. This request form starts the documentation process and the ADA/504 Coordinator will create a file and will document the entire Reasonable Modification process.
3. The RTC ADA/504 Coordinator will contact requestor within 10 business days after the request is made to begin discussing the modification request.

The ADA/504 Coordinator must then engage with the requestor to begin the interactive process regarding their impairment and the modification requested. This process includes:
1) Analysis of the particular program, services and/or activity to determine its purpose and nature;
2) A consultation with the requestor to determine the limitations being imposed by the program, services and/or activity and how those limitations could be overcome with their request for a reasonable modification; and
3) Both parties identify and assess the effectiveness of the requested modifications and provide alternate modification ideas to enable the requestor to access the provided program, service, and/or activity;
*The RTC must not request any type of documentation regarding the requestor's disability.

Communication is a priority throughout the entire process, but particularly where the specific limitation, problem, or barrier is unclear; or where the parties are considering different forms of reasonable modifications. Both the individual making the request and the decision maker should work together to identify effective modifications.

The modification need not be the most expensive, nor must it be exactly what the requestor requests, but it must be effective.
4. Once a joint decision has been made regarding which modification would be most effective, the RTC ADA/504 Coordinator will then determine if the requested modification will cause an undue hardship on the RTC as a whole, which may include financial difficulty, disruptive or those that would fundamentally alter the nature or operation of the agency. Undue hardship issues must be dealt with on a case-by-case basis.

In the event that any modification would cause an undue hardship, the ADA/504 Coordinator must submit a written statement to the RTC Executive Director, providing all of the request information and a written statement of the reasons for reaching this conclusion. In turn, the RTC Executive Director will then review the case and consider all resources available to determine if the claim that has been submitted is an undue hardship.

If the RTC Executive Director feels the claim is a hardship, a written statement of concurrence or nonoccurrence with recommendations, will be drafted along with all case documentation. Once this decision has been made, the RTC Executive Director must draft a written statement to the requestor and copy the RTC ADA/504 Coordinator expressing their claim for undue hardship and provide an alternate modification that would be accepted by all involved parties.
5. If the ADA/504 Coordinator feels that the request is reasonable without causing an undue hardship on the RTC and the interactive process has provided a reasonable modification, the requestor and all applicable RTC staff involved will be notified of the decision and details regarding the modification within 30 days of the receipt of the request. These details must include: the type of modification including whether it's temporary or permanent, details regarding the program, service, and/or activity, and when and where the modification will be implemented.

If the modification is permanent, please make sure to implement the modification internally to ensure compliance for future programs, services and activities. Also, if these changes are made, be sure to note these changes in the file, as these changes show the RTC's good faith effort towards compliance.

Please keep in mind that the ADA/504 Coordinator may need to consult with other personnel (e.g., an RTC employee, Information Technology staff) or outside sources to obtain information necessary to make a determination about the request.

All Reasonable Modifications must be put in place within 90 days of the final decision.
All Reasonable Modifications that are put in place will be re-evaluated after a 30-day trial period to ensure the modification are effective. The re-evaluation shall include a meeting with the requestor and all applicable RTC staff.

\section*{REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY ROLES AND RESPONSIBILITIES OF THE ADA/504 COORDINATOR}

Title I of the Americans with Disabilities Act of 1990 (ADA) prohibits private employers, state and local governments, employment agencies and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA covers employers with 15 or more employees based on an entity wide employee total count, including state and local governments.

Under the ADA Title II, when a public entity has 50 or more employees based on an entity wide employee total count, it is required to designate at least one qualified responsible employee to coordinate compliance with ADA requirements.

Below describes the primary role and responsibilities of the ADA/504 Coordinator:
- Ensure that all citizens in the community and members of your workforce have an opportunity to participate in all programs, services, and activities;
- Mitigate ADA violations;
- Serve as primary point of contact for ADA/504 compliance, for both your employer and for members of the public;
- The name, office address and telephone number of the ADA/504 Coordinator must be available and advertised to employees and to the public, as this makes it easy to identify someone to help them with questions and concerns regarding disability discrimination;
- Manage the self-evaluation process of the programmatic barriers in all programs, services, and activities offered by your entity;
- Establish a complaint or grievance procedure to respond to complaints of noncompliance from the public;
- Develop an active ADA Transition Plan to include self-evaluation findings for all programs, services, and activities; and
- Maintaining the availability of the ADA Transition Plan for public inspection for three years after completion.

Below is a list of qualifications that are recommended by U.S. Department of Justice:
- Familiarity with the entities structures, activities, and employees;
- Knowledge of the ADA and other laws addressing the rights of people with disabilities, such as Section 504 of the Rehabilitation Act;
- Experience with people with a broad range of disabilities;
- Knowledge of various alternative formats and alternative technologies that enable people with disabilities to communicate, participate, and perform tasks;
- Ability to work cooperatively with local entities and people with disabilities;
- Familiarity with any local disability advocacy groups or other disability groups;
- Skills and training in negotiation and mediation; and
- Organizational and analytical skills.

\section*{REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY NEVADA NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT}

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

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

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

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

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the RTC, should contact the office of Mark Maloney, ADA/Section 504 Coordinator at 775-335-1902 or mmaloney@rtcwashoe.com as soon as possible but no later than 48 hours before the scheduled event.

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

Complaints that a program, service, or activity of the RTC is not accessible to persons with disabilities should be directed to Mark Maloney, ADA/Section 504 Coordinator at 775-3351902 or mmaloney@rtcwashoe.com.

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

\section*{REASONABLE MODIFICATION REQUEST FORM}

Date of Filing:
Name:
Address:
City, State, Zip Code:
Work Phone:
Home Phone:
Email Address:
\(\qquad\)
\(\qquad\)
\(\qquad\)
\(\qquad\)
\(\qquad\)
\(\qquad\)

Type(s) of Disability(ies):
*Please note this information is
\(\qquad\)
*Please note, this information is not required and is voluntary.
Speech
Mobility

\(\square\) Mental / Emotional
\(\square\) Visual
\(\square\) Other: \(\qquad\)
1. What specific modification to a provided program, service and/or activity are you requesting? If known, please identify the source and cost for providing the modification(s).

2. If you are not sure of the modification needed, do you have any suggestions about what options we can explore? \(\qquad\)
\(\qquad\)
\(\qquad\)
\(\qquad\)
\(\qquad\)
3. What limitation(s) are interfering with your ability to attend a provided program, service and/or activity? \(\qquad\)
4. If you are requesting a specific modification, how will that modification assist you? \(\qquad\)
\(\qquad\)

Please attached and/or provide any additional information that might be useful in processing your accommodation request.

The completed form must be submitted to:
XXXXXXXXXXXX, ADA/504 Coordinator
ADA/504 Coordinator Address, Phone Number, Email Address
Office: \(X X X-X X X-X X X X\)
Relay: 7-1-1

\section*{[ADA Transition Plan}

\section*{APPENDIX H}

\section*{ADA Action Log}

RTC Washoe County

\section*{ADA Self-Evaluation and Transition Plan}

Action Log
3/14/2019
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Building & 1 & RIDE Maintenance Facility & 9 & The walkway contains abrupt vertical edges and/or variations over a \(1 / 4\) ". & \$ & 675 & 2 & High & & \\
\hline Building & 1 & RIDE Maintenance Facility & 11 & The landing on the pull side of the doors does not extend far enough on the latch side. & S & 1,755 & 2 & High & & \\
\hline Building & 1 & RIDE Maintenance Facility & 12 & Maneuvering space for doors or gates on the pull side with a front approach must be flat ( \(2 \%\) max. slope in any direction) for a minimum distance of 60 inches in the direction of travel. & \$ & 3,375 & 2 & High & & \\
\hline Building & 2 & Administration Offices & 1 & The walkway contains abrupt vertical edges and/or variations over a \(1 / 44^{\prime \prime}\). & \$ & 270 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 2 & The accessible path of travel between building entrances contains cross slopes greater than \(2 \%\). & \$ & 540 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 3 & The accessible path of travel between building entrances contains cross slopes greater than \(2 \%\). & \$ & 3,375 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 4 & The accessible route between the building entrance and the accessible parking on the site contains running slopes greater than \(5 \%\) and has not been constructed as a ramp (i.e. handrails wheel guides etc.). & \$ & 2,025 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 5 & The accessible path of travel between building entrances contains cross slopes greater than \(2 \%\). & \$ & 3,375 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 6 & The change in level where the gutter meets the curb ramp is greater than \(1 / 4\) inch. & \$ & 2,700 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 8 & The accessible path of travel between building entrances contains cross slopes greater than \(2 \%\). & \$ & 3,375 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 9 & The concrete expansion joint is spaced greater than a \(1 / 2^{\prime \prime}\). & \$ & 203 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 10 & The concrete expansion joint is spaced greater than a \(1 / 2^{\prime \prime}\). & \$ & 203 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 11 & The concrete expansion joint is spaced greater than a \(1 / 2^{\prime \prime}\). & \$ & 203 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 12 & The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(2 \%\). & \$ & 540 & 2 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 91 & The landing at the door does not provide compliant latch side clearance. & \$ & 1,755 & 2 & High & & \\
\hline Building & 1 & RIDE Maintenance Facility & 1 & The access aisle is not a minimum 5 feet wide. & \$ & 405 & 4 & High & & \\
\hline Building & 1 & RIDE Maintenance Facility & 4 & The surface at the bottom of the curb ramp exceeds a \(5 \%\) slope immediately adjacent to the curb ramp. & \$ & 2,025 & 4 & High & & \\
\hline Building & 1 & RIDE Maintenance Facility & 5 & The surface at the bottom of the curb ramp exceeds a \(5 \%\) slope immediately adjacent to the curb ramp. & \$ & 2,025 & 4 & High & & \\
\hline Building & 1 & RIDE Maintenance Facility & 6 & The surface at the bottom of the curb ramp exceeds a \(5 \%\) slope immediately adjacent to the curb ramp. & \$ & 2,025 & 4 & High & & \\
\hline Building & 1 & RIDE Maintenance Facility & 7 & The transition from the curb ramp to the walk gutter or street is sloped greater than \(5 \%\). & \$ & 2,025 & 4 & High & & \\
\hline Building & 1 & RIDE Maintenance Facility & 8 & The transition from the curb ramp to the walk gutter or street is sloped greater than \(5 \%\). & \$ & 2,025 & 4 & High & & \\
\hline Building & 1 & RIDE Maintenance Facility & 10 & The curb ramp slope exceeds the maximum running slope (direction of travel) allowable of \(8.33 \%\). & \$ & 2,025 & 4 & High & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 17 & There are 93 total parking spaces and no accessible parking spaces. A total of 4 accessible parking spaces are required with one being van accessible. & \$ & 2,700 & 4 & High & & \\
\hline Transit Stop & 14 & s Virginia Street ~ West (North of Peppermill Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ West (North of Peppermill Lane) & \$ & 4,900 & 1 & High & & \\
\hline Transit Stop & 15 & S Virginia Street ~ West (North of Brinkby Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ West (North of Brinkby Avenue) & \$ & 1,400 & 1 & High & & \\
\hline Transit Stop & 37 & Neil Road ~ East (South of E Peckham Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (South of E Peckham Lane) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 69 & E 9th Street ~ South (East of Sutro Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 9th Street ~ South (East of Sutro Street) & \$ & 4,800 & 1 & High & & \\
\hline Transit Stop & 70 & E 9th Street ~ South (West of Sage Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 9th Street ~ South (West of Sage Street) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 72 & E 9th Street ~ South (West of Trident Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 9th Street ~ South (West of Trident Way) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 90 & York Way ~ South (East of Nelson Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at York Way ~ South (East of Nelson Way) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 107 & Greenbrae Drive ~ North (East of El Rancho Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Greenbrae Drive ~ North (East of EI Rancho Drive) & \$ & 4,800 & 1 & High & & \\
\hline Transit Stop & 110 & Silverada Boulevard ~ West (North of Orchid Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silverada Boulevard ~ West (North of Orchid Way) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 122 & Valley Road ~ West (North of Highland Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Valley Road ~ West (North of Highland Avenue) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 156 & Robb Drive ~ South (East of Everest Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Robb Drive ~ South (East of Everest Drive) & \$ & 1,800 & 1 & High & & \\
\hline Transit Stop & 166 & Kings Row ~ South (West of Marne Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kings Row ~ South (West of Marne Drive) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 168 & Kings Row ~ South (West of Wyoming Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kings Row ~ South (West of Wyoming Avenue) & \$ & 4,800 & 1 & High & & \\
\hline Transit Stop & 232 & Sutro Street ~ East (North of Timber Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ East (North of Timber Way) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 252 & Lupin Drive ~ West (North of 6th Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Lupin Drive \(\sim\) West (North of 6th Avenue) & \$ & 3,900 & 1 & High & & \\
\hline Transit Stop & 253 & Lupin Drive ~ West (North of 5th Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Lupin Drive \(\sim\) West (North of 5th Avenue) & \$ & 1,600 & 1 & High & & \\
\hline
\end{tabular}
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & ction & Priority & Priority & Funding Year & Year Completed \\
\hline Transit Stop & 266 & Sutro Street ~ West (North of Wells Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ West (North of Wells Avenue) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 280 & Stead Boulevard ~ West (North of Sagewood Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ West (North of Sagewood Drive) & \$ & 3,800 & 1 & High & & \\
\hline Transit Stop & 317 & Lakeside Drive ~ East (North of W Moana Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Lakeside Drive ~ East (North of W Moana Lane) & \$ & 4,800 & 1 & High & & \\
\hline Transit Stop & 318 & Lakeside Drive ~ East (South of Berrum Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Lakeside Drive ~ East (South of Berrum Lane) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 319 & Lakeside Drive ~ East (North of Robinhood Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Lakeside Drive ~ East (North of
Robinhood Drive) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 321 & Brinkby Avenue ~ North (East of Plumas Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Brinkby Avenue \(\sim\) North (East of Plumas Street) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 331 & S Arington Avenue ~ East (South of St Lawrence Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Arlington Avenue ~ East (South of St Lawrence Avenue) & \$ & 4,800 & 1 & High & & \\
\hline Transit Stop & 363 & Stead Boulevard ~ East (North of Silver Lake Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ East (North of Silver Lake Road) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 364 & Stead Boulevard ~ East (South of Sagewood Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ East (South of Sagewood Drive) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 376 & Echo Avenue ~ North (West of Mt Charleston Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Echo Avenue \(\sim\) North (West of Mt Charleston Street) & \$ & 4,800 & 1 & High & & \\
\hline Transit Stop & 382 & Stead Boulevard ~West (South of Lear Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ West (South of Lear Boulevard) & \$ & 5,100 & 1 & High & & \\
\hline Transit Stop & 488 & s Virginia Street ~ West (South of Gentry Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ West (South of Gentry Way) & \$ & 4,900 & 1 & High & & \\
\hline Transit Stop & 490 & S Virginia Street ~ West (South of W Peckham Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ West (South of W Peckham Lane) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 501 & North Hills Boulevard ~ West (North of Golden Valley Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at North Hills Boulevard ~ West (North of Golden Valley Road) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 505 & Neil Road ~ East (North of Delucchi Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (North of Delucchi Lane) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 526 & Victorian Avenue ~ South (West of 16th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Victorian Avenue ~ South (West of 16th Street) & \$ & 5,200 & 1 & High & & \\
\hline Transit Stop & 594 & E Prater Way ~ North (East of Howard Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Prater Way ~ North (East of Howard Drive) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 599 & Prater Way ~ North (East of 6th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Prater Way \(\sim\) North (East of 6 th Street) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 642 & Mill Street ~ South (East of Yori Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Mill Street ~ South (East of Yori Avenue) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 658 & Corporate Boulevard ~ West (South of Wall Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Corporate Boulevard ~ West (South of Wall Street) & \$ & 4,800 & 1 & High & & \\
\hline Transit Stop & 709 & Keystone Avenue \(\sim\) West (South of W 1st Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Keystone Avenue ~West (South of W 1st Street) & \$ & 1,600 & 1 & High & & \\
\hline Transit Stop & 727 & Keystone Avenue ~ East (North of W 1st Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Keystone Avenue ~ East (North of W 1st Street) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 737 & Dandini Boulevard ~ South (West of Dandini Boulevard at TMCC) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Dandini Boulevard ~ South (West of Dandini Boulevard at TMCC) & \$ & 400 & 1 & High & & \\
\hline Transit Stop & 798 & Mira Loma Drive ~ South (West of Boynton Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Mira Loma Drive ~ South (West of Boynton Lane) & \$ & 5,300 & 1 & High & & \\
\hline Transit Stop & 800 & Mira Loma Drive ~ South (West of S McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Mira Loma Drive ~ South (West of S McCarran Boulevard) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 821 & York Way ~ North (West of 4th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at York Way ~ North (West of 4th Street) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 859 & Greenbrae Drive ~ South (West of 5th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Greenbrae Drive ~ South (West of 5th Street) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 886 & Pyramid Way ~ West (North of K Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Pyramid Way ~ West (North of K Street) & \$ & 6,400 & 1 & High & & \\
\hline Transit Stop & 909 & Northtowne Lane ~ West (North of Lund Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Northtowne Lane ~ West (North of Lund Lane) & \$ & 4,800 & 1 & High & & \\
\hline Transit Stop & 919 & S Wells Avenue ~ West (North of Burns Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Wells Avenue ~ West (North of Burns Street) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 965 & Clear Acre Lane ~ West (South of Crystal Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Clear Acre Lane \(\sim\) West (South of Crystal Lane) & & 5,000 & 1 & High & & \\
\hline Transit Stop & 1080 & Pyramid Way ~ East (North of I Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Pyramid Way ~ East (North of I Street) & \$ & 4,700 & 1 & High & & \\
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\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Transit Stop & 1089 & Orovada Street ~ North (East of Silverada Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Orovada Street \(\sim\) North (East of Silverada Boulevard) & & 4,700 & 1 & High & & \\
\hline Transit Stop & 1192 & Kietzke Lane ~ West (North of Redfield Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kietzke Lane ~ West (North of Redfield Parkway) & \$ & 5,200 & 1 & High & & \\
\hline Transit Stop & 1199 & S McCarran Boulevard ~ North (West of Longley Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S McCarran Boulevard ~ North (West of Longley Lane) & \$ & 1,900 & 1 & High & & \\
\hline Transit Stop & 1271 & North Hills Boulevard ~ North (West of Golden Valley Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at North Hills Boulevard ~ North (West of Golden Valley Road) & \$ & 1,400 & 1 & High & & \\
\hline Transit Stop & 1374 & W 7th Street ~ South (East of Keystone Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ South (East of Keystone Avenue) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 1441 & W Moana Lane ~ South (West of Grant Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W Moana Lane ~ South (West of Grant Drive) & \$ & 6,600 & 1 & High & & \\
\hline Transit Stop & 1452 & Offenhauser Drive ~ West (North of E Holcomb Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Offenhauser Drive ~West (North of E Holcomb Lane) & \$ & 2,000 & 1 & High & & \\
\hline Transit Stop & 1464 & South Meadows Parkway ~ North (East of Evergreen Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at South Meadows Parkway ~ North (East of Evergreen Street) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 1475 & Offenhauser Drive ~ East (North of Hillview Terrace Apartments) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Offenhauser Drive ~ East (North of Hillview Terrace Apartments) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 1476 & Bluestone Drive ~ East (North of Portman Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Bluestone Drive ~ East (North of Portman Avenue) & \$ & 1,400 & 1 & High & & \\
\hline Transit Stop & 1564 & Kirman Avenue ~ West (South of Aitken Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kirman Avenue \(\sim\) West (South of Aitken Street) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 1601 & Meadowood Mall Circle ~ South (East of S Virginia Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Meadowood Mall Circle ~ South (East of S Virginia Street) & & 4,700 & 1 & High & & \\
\hline Transit Stop & 1614 & Merchant Street ~ North (East of Sullivan Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Merchant Street \(\sim\) North (East of Sullivan Lane) & & 4,400 & 1 & High & & \\
\hline Transit Stop & 1637 & South Meadows Parkway ~ South (East of Gateway Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at South Meadows Parkway ~ South (East of Gateway Drive) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 1674 & Sharlands Avenue ~ North (West of Robb Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sharlands Avenue \(\sim\) North (West of Robb Drive) & & 15,600 & 1 & High & & \\
\hline Transit Stop & 1676 & Sharlands Avenue ~ North (East of Avenida de Landa) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sharlands Avenue ~ North (East of Avenida de Landa) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 1721 & Sky Vista Parkway ~ South (West of Lemmon Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sky Vista Parkway ~ South (West of Lemmon Drive) & \$ & 5,300 & 1 & High & & \\
\hline Transit Stop & 1724 & Silver Lake Road ~ North (West of Sky Vista Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silver Lake Road ~ North (West of Sky Vista Parkway) & \$ & 2,600 & 1 & High & & \\
\hline Transit Stop & 1737 & Moya Boulevard ~ West (South of Echo Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Moya Boulevard ~ West (South of Echo Avenue) & \$ & 900 & 1 & High & & \\
\hline Transit Stop & 1775 & E Greg Street ~ North (East of Linda Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Greg Street ~ North (East of Linda Way) & \$ & 4,900 & 1 & High & & \\
\hline Transit Stop & 1889 & E 8th Avenue ~ South (East of Sun Valley Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 8th Avenue ~ South (East of Sun Valley Boulevard) & \$ & 3,900 & 1 & High & & \\
\hline Transit Stop & 1895 & E 8th Avenue ~ South (West of Lupin Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 8th Avenue ~ South (West of Lupin Drive) & \$ & 1,200 & 1 & High & & \\
\hline Transit Stop & 1941 & E Plumb Lane ~ South (West of Yori Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Plumb Lane ~ South (West of Yori Avenue) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 1987 & North Hills Boulevard ~ East (North of Beckwourth Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at North Hills Boulevard ~ East (North of Beckwourth Drive) & \$ & 14,600 & 1 & High & & \\
\hline Transit Stop & 2001 & Raggio Parkway ~ North (West of TMCC Rear Entrance Roundabout) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Raggio Parkway ~ North (West of TMCC Rear Entrance Roundabout) & \$ & 4,800 & 1 & High & & \\
\hline Transit Stop & 2011 & S Meadows Parkway ~ South (West of Evergreen Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Meadows Parkway ~ South (West of Evergreen Street) & \$ & 5,000 & 1 & High & & \\
\hline Transit Stop & 2027 & Neil Road ~ West (North of Riley Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ West (North of Riley Avenue) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 7513 & E 6th Street ~ South (East of Eureka Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 6th Street ~ South (East of Eureka Avenue) & \$ & 4,700 & 1 & High & & \\
\hline Transit Stop & 23 & Neil Road ~ West (South of E Peckham Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ West (South of E Peckham Lane) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 26 & Neil Road ~ West (South of S McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ West (South of S McCarran Boulevard) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 28 & Neil Road ~ West (North of Meadow Wood Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ West (North of Meadow Wood Lane) & \$ & 4,400 & 2 & High & & \\
\hline Transit Stop & 34 & Neil Road ~ East (South of S McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (South of S McCarran Boulevard) & \$ & 4,700 & 2 & High & & \\
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\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & ction & Priority & Priority & Funding Year & Year Completed \\
\hline Transit Stop & 36 & Neil Road ~ East (South of Filbert Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (South of Filbert Road) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 45 & S Virginia Street ~ East (South of Hubbard Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ East (South of Hubbard Way) & \$ & 5,400 & 2 & High & & \\
\hline Transit Stop & 46 & S Virginia Street ~ East (North of W Grove Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ East (North of W Grove Street) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 68 & E 9th Street ~ South (East of N Wells Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 9th Street ~ South (East of N Wells Avenue) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 78 & Silverada Boulevard ~ East (South of Paradise Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silverada Boulevard ~ East (South of Paradise Drive) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 81 & Greenbrae Drive ~ South (West of Sullivan Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Greenbrae Drive ~ South (West of Sullivan Lane) & \$ & 1,200 & 2 & High & & \\
\hline Transit Stop & 82 & Greenbrae Drive ~ South (West of 17th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Greenbrae Drive \(\sim\) South (West of
17th Street) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 83 & Rock Boulevard ~ East (North of Greenbrae Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Rock Boulevard ~ East (North of Greenbrae Drive) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 85 & Rock Boulevard ~ East (South of Vance Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Rock Boulevard ~ East (South of Vance Way) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 86 & Rock Boulevard ~ East (South of York Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Rock Boulevard ~ East (South of York Way) & \$ & 6,200 & 2 & High & & \\
\hline Transit Stop & 91 & York Way ~ South (West of 4th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at York Way ~ South (West of 4th Street) & \$ & 4,900 & 2 & High & & \\
\hline Transit Stop & 92 & 4th Street ~ West (South of Richards Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at 4th Street ~ West (South of Richards Way) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 94 & Greenbrae Drive \(\sim\) North (West of 5th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Greenbrae Drive \(\sim\) North (West of 5th Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 100 & York Way ~ North (West of 11th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at York Way ~ North (West of 11th Street) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 104 & Rock Boulevard ~ West (North of Greenbrae Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Rock Boulevard ~ West (North of Greenbrae Drive) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 106 & Greenbrae Drive \(\sim\) North (West of Sullivan Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Greenbrae Drive \(\sim\) North (West of Sullivan Lane) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 116 & E 9th Street ~ North (East of Manhattan Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 9th Street ~ North (East of Manhattan Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 121 & Sadleir Way ~ North (East of Valley Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sadleir Way ~ North (East of Valley Road) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 126 & Valley Road ~ West (North of E 6th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Valley Road ~ West (North of E 6th Street) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 131 & W 5th Street ~ North (West of N Arlington Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 5th Street \(\sim\) North (West of N Arlington Avenue) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 133 & W 5th Street ~ North (East of Washington Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 5th Street \(\sim\) North (East of Washington Street) & \$ & 5,300 & 2 & High & & \\
\hline Transit Stop & 155 & Robb Drive ~ East (South of W 7th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Robb Drive ~ East (South of W 7th Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 162 & Mae Anne Avenue ~ South (East of Sierra Highlands Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Mae Anne Avenue ~ South (East of Sierra Highlands Drive) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 163 & N McCarran Boulevard ~ East (North of W 7th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at N McCarran Boulevard ~ East (North of W 7th Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 164 & N McCarran Boulevard ~ East (South of Kings Row) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at N McCarran Boulevard ~ East (South of Kings Row) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 195 & W 7th Street ~ North (East of Stoker Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ North (East of Stoker Avenue) & \$ & 1,300 & 2 & High & & \\
\hline Transit Stop & 202 & W 7th Street ~ North (West of Heights Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ North (West of Heights Drive) & \$ & 1,600 & 2 & High & & \\
\hline Transit Stop & 205 & W 7th Street ~ North (East of N McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street \(\sim\) North (East of N McCarran Boulevard) & \$ & 700 & 2 & High & & \\
\hline Transit Stop & 209 & W 7th Street ~ South (West of Downey Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ South (West of Downey Avenue) & \$ & 1,600 & 2 & High & & \\
\hline Transit Stop & 210 & W 7th Street ~ South (West of James Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ South (West of James Lane) & \$ & 1,300 & 2 & High & & \\
\hline Transit Stop & 215 & W 7th Street ~ South (East of Stoker Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ South (East of Stoker Avenue) & & 1,600 & 2 & High & & \\
\hline Transit Stop & 228 & Sutro Street ~ East (South of E 9th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ East (South of E 9th Street) & \$ & 900 & 2 & High & & \\
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\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Transit Stop & 229 & Sutro Street ~ East (North of Carville Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ East (North of Carville Drive) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 231 & Sutro Street ~ East (North of Oliver Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ East (North of Oliver Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 233 & Sutro Street ~ East (North of Blazing Star Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ East (North of Blazing Star Drive) & \$ & 4,400 & 2 & High & & \\
\hline Transit Stop & 236 & Sun Valley Boulevard ~ East (South of Rampion Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sun Valley Boulevard ~ East (South of Rampion Way) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 243 & Sun Valley Boulevard ~ East (North of E 7th Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sun Valley Boulevard ~ East (North of E 7th Avenue) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 255 & E 5th Avenue ~ North (East of Sun Valley Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 5th Avenue ~ North (East of Sun Valley Boulevard) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 262 & Clear Acre Lane ~ West (North of Scottsdale Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Clear Acre Lane ~ West (North of Scottsdale Road) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 265 & Sutro Street ~ West (South of Timber Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ West (South of Timber Way) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 267 & Sutro Street ~ West (South of Haddock Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street \(\sim\) West (South of Haddock Drive) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 268 & Sutro Street ~ West (North of Carville Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ West (North of Carville Drive) & \$ & 700 & 2 & High & & \\
\hline Transit Stop & 269 & Sutro Street ~ West (North of E 9th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ West (North of E 9th Street) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 270 & Sutro Street ~ West (North of E 7th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ West (North of E 7th Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 281 & E Prater Way ~ South (East of Parlanti Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Prater Way ~ South (East of Parlanti Lane) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 290 & Lakeside Drive ~ West (North of Berrum Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Lakeside Drive ~ West (North of Berrum Lane) & \$ & 5,200 & 2 & High & & \\
\hline Transit Stop & 291 & W Moana Lane ~ South (East of Lakeside Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W Moana Lane ~ South (East of Lakeside Drive) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 348 & N Virginia Street ~ East (North of Lovitt Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at \(\mathbf{N}\) Virginia Street ~ East (North of Lovitt Lane) & \$ & 700 & 2 & High & & \\
\hline Transit Stop & 368 & Stead Boulevard ~ East (South of Lear Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ East (South of Lear Boulevard) & \$ & 4,300 & 2 & High & & \\
\hline Transit Stop & 370 & Stead Boulevard ~ East (North of Mt Shasta Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ East (North of Mt Shasta Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 377 & Echo Avenue ~ North (East of Mt Lola Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Echo Avenue ~ North (East of Mt Lola Street) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 378 & Echo Avenue ~ North (East of Mt Babcock Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Echo Avenue \(\sim\) North (East of Mt Babcock Street) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 401 & N Virginia Street ~ West (South of Talus Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at N Virginia Street ~ West (South of Talus Way) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 408 & W 8th Street ~ North (West of N Virginia Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 8th Street \(\sim\) North (West of N Virginia Street) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 440 & E 2nd Street ~ South (East of Kirman Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 2nd Street ~ South (East of Kirman Avenue) & \$ & 4,500 & 2 & High & & \\
\hline Transit Stop & 451 & Harvard Way ~ West (South of E Plumb Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Harvard Way ~ West (South of E Plumb Lane) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 458 & Neil Road ~ West (South of E Moana Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ West (South of E Moana Lane) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 460 & Neil Road ~ West (North of Nutmeg Place) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ West (North of Nutmeg Place) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 461 & Neil Road ~ East (North of E Peckham Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (North of E Peckham Lane) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 462 & Neil Road ~ East (North of Model Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (North of Model Way) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 463 & Neil Road ~ East (South of Nannette Circle) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (South of Nannette Circle) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 464 & Neil Road ~ East (South of Evelyn Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (South of Evelyn Way) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 482 & Giroux Street ~ East (South of Kuenzli Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Giroux Street ~ East (South of Kuenzli Street) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 483 & Kuenzli Street ~ North (East of Manuel Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kuenzli Street ~ North (East of Manuel Street) & \$ & 4,800 & 2 & High & & \\
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\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Transit Stop & 485 & Kuenzli Street ~ North (East of Locust Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kuenzli Street \(\sim\) North (East of Locust Street) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 539 & E Prater Way ~ South (West of Howard Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Prater Way ~ South (West of Howard Drive) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 542 & Howard Drive ~ West (South of E Lincoln Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Howard Drive ~West (South of E Lincoln Way) & \$ & 4,500 & 2 & High & & \\
\hline Transit Stop & 543 & Nichols Boulevard ~ North (East of McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Nichols Boulevard ~ North (East of McCarran Boulevard) & \$ & 1,500 & 2 & High & & \\
\hline Transit Stop & 574 & Prater Way ~ South (East of 7th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Prater Way ~ South (East of 7th Street) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 575 & Prater Way ~ South (West of 4th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Prater Way ~ South (West of 4th Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 577 & E Prater Way ~ South (East of 1st Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Prater Way ~ South (East of 1st Street) & \$ & 4,500 & 2 & High & & \\
\hline Transit Stop & 580 & E Prater Way ~ South (East of Pullman Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Prater Way ~ South (East of Pullman Drive) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 598 & Prater Way ~ North (East of 4th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Prater Way \(\sim\) North (East of 4th Street) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 610 & Kirman Avenue ~ West (North of Vassar Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kirman Avenue ~ West (North of Vassar Street) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 613 & Kirman Avenue ~ West (North of Colonial Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kirman Avenue ~ West (North of Colonial Way) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 615 & Apple Street ~ South (West of Wrondel Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Apple Street ~ South (West of Wrondel Way) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 620 & E Grove Street ~ North (East of Yori Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Grove Street ~ North (East of Yori Avenue) & \$ & 1,000 & 2 & High & & \\
\hline Transit Stop & 621 & Wrondel Way ~ East (North of E Grove Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Wrondel Way ~ East (North of E Grove Street) & & 4,500 & 2 & High & & \\
\hline Transit Stop & 627 & Locust Street ~ East (South of Vassar Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Locust Street ~ East (South of Vassar Street) & \$ & 1,100 & 2 & High & & \\
\hline Transit Stop & 630 & Locust Street ~ East (North of Stewart Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Locust Street ~ East (North of Stewart Street) & \$ & 1,400 & 2 & High & & \\
\hline Transit Stop & 659 & Capital Boulevard ~ West (North of S Rock Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Capital Boulevard ~ West (North of S Rock Boulevard) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 663 & Energy Way ~ North (West of Edison Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Energy Way ~ North (West of Edison Way) & \$ & 4,300 & 2 & High & & \\
\hline Transit Stop & 692 & Wedekind Road ~ North (West of Clear Acre Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Wedekind Road ~ North (West of Clear Acre Lane) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 693 & Wedekind Road ~ North (West of Whitfield Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Wedekind Road ~ North (West of Whitfield Way) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 694 & Wedekind Road ~ North (East of Patton Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Wedekind Road ~ North (East of Patton Drive) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 722 & Hunter Lake Drive ~ East (South of Idlewild Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Hunter Lake Drive ~ East (South of Idlewild Drive) & \$ & 4,500 & 2 & High & & \\
\hline Transit Stop & 725 & Idlewild Drive ~ South (West of Booth Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Idlewild Drive \(\sim\) South (West of Booth Street) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 726 & Booth Street ~ West (South of Idlewild Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Booth Street ~ West (South of Idlewild Drive) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 811 & Mira Loma Drive ~ North (West of Boynton Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Mira Loma Drive \(\sim\) North (West of Boynton Lane) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 820 & 4th Street ~ East (South of Richards Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at 4th Street ~ East (South of Richards Way) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 857 & Pyramid Way ~ East (North of Prater Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Pyramid Way ~ East (North of Prater Way) & \$ & 4,900 & 2 & High & & \\
\hline Transit Stop & 887 & Pyramid Way ~ West (North of H Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Pyramid Way ~ West (North of H Street) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 911 & Wedekind Road ~ North (East of Silverada Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Wedekind Road ~ North (East of Silverada Boulevard) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 930 & Merchant Street ~ North (West of Exchange Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Merchant Street \(\sim\) North (West of Exchange Street) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 941 & Greenbrae Drive ~ South (West of El Rancho Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Greenbrae Drive ~ South (West of EI Rancho Drive) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 964 & Clear Acre Lane \(\sim\) East (South of Crystal Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Clear Acre Lane ~ East (South of Crystal Lane) & \$ & 1,600 & 2 & High & & \\
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\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & \[
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\hline \text { Priority } \\
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\] & Funding Year & Year Completed \\
\hline Transit Stop & 973 & Mae Anne Avenue ~ North (West of N McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Mae Anne Avenue ~ North (West of N McCarran Boulevard) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 1025 & Mira Loma Drive ~ North (East of Caballo Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Mira Loma Drive \(\sim\) North (East of Caballo Drive) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 1058 & Nichols Boulevard ~ North (West of N McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Nichols Boulevard ~ North (West of N McCarran Boulevard) & \$ & 1,400 & 2 & High & & \\
\hline Transit Stop & 1059 & Nichols Boulevard ~ West (South of Spring Villas Dr) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Nichols Boulevard ~ West (South of Spring Villas Dr) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1097 & S McCarran Boulevard ~ North (East of Kietzke Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S McCarran Boulevard ~ North (East of Kietzke Lane) & \$ & 5,600 & 2 & High & & \\
\hline Transit Stop & 1106 & Capital Boulevard ~ West (North of S Rock Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Capital Boulevard ~ West (North of S Rock Boulevard) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1208 & E Lincoln Way ~ North (East of Boxington Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Lincoln Way ~ North (East of Boxington Way) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1214 & Sky Valley Drive ~ West (South of Sandyhill Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sky Valley Drive ~ West (South of Sandyhill Lane) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1287 & W 7th Street ~ North (West of Sierra Highlands Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ North (West of Sierra Highlands Drive) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 1313 & Kirman Avenue ~ West (North of Kuenzil Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kirman Avenue ~ West (North of Kuenzli Street) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1332 & Sutro Street ~ East (North of E 4th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ East (North of E 4th Street) & \$ & 1,600 & 2 & High & & \\
\hline Transit Stop & 1339 & Wedekind Road ~ South (West of Montello Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Wedekind Road ~ South (West of Montello Street) & \$ & 3,900 & 2 & High & & \\
\hline Transit Stop & 1344 & Wedekind Road ~ South (East of Silverada Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Wedekind Road ~ South (East of Silverada Boulevard) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 1346 & Northtowne Lane ~ East (North of Lund Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Northtowne Lane ~ East (North of Lund Lane) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 1356 & El Rancho Drive ~ West (North of McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at EI Rancho Drive ~West (North of McCarran Boulevard) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 1380 & Kuenzli Street ~ North (East of Kirman Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kuenzli Street \(\sim\) North (East of Kirman Avenue) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1413 & Prater Way ~ South (West of Marian Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Prater Way ~ South (West of Marian Way) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 1439 & W Plumb Lane ~ South (East of S Arlington Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W Plumb Lane ~ South (East of S Arlington Avenue) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1442 & W Moana Lane ~ South (West of Baker Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W Moana Lane ~ South (West of Baker Lane) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 1449 & Bluestone Drive ~ West (North of Craigmont Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Bluestone Drive ~ West (North of Craigmont Drive) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 1450 & Bluestone Drive ~ West (North of Portman Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Bluestone Drive ~ West (North of Portman Avenue) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1451 & Offenhauser Drive \(\sim\) West (South of Portman Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Offenhauser Drive ~ West (South of Portman Avenue) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 1454 & Gateway Drive ~ West (North of Prototype Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Gateway Drive \(\sim\) West (North of Prototype Drive) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 1461 & Double Diamond Parkway ~ West (South of Trademark Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Double Diamond Parkway ~ West (South of Trademark Drive) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1463 & Double Diamond Parkway ~ West (North of South Meadows Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Double Diamond Parkway ~ West (North of South Meadows Parkway) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 1465 & South Meadows Parkway ~ North (East of Truckee Meadows Place) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at South Meadows Parkway ~ North (East of Truckee Meadows Place) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1474 & Offenhauser Drive ~ East (West of Hillview Terrace Apartments) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Offenhauser Drive ~ East (West of Hillview Terrace Apartments) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1477 & Bluestone Drive ~ East (South of E Huffaker Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Bluestone Drive ~ East (South of E Huffaker Lane) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1479 & Kietzke Lane ~ East (North of Redfield Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kietzke Lane ~ East (North of Redfield Parkway) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1489 & S Arlington Avenue ~ East (North of La Rue Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Arlington Avenue ~ East (North of La Rue Avenue) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1504 & Mayberry Drive ~ North (East of Hunter Lake Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Mayberry Drive \(\sim\) North (East of Hunter Lake Drive) & \$ & 4,500 & 2 & High & & \\
\hline Transit Stop & 1514 & Sparks Boulevard ~ West (South of Express Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sparks Boulevard ~ West (South of Express Street) & \$ & 3,800 & 2 & High & & \\
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\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & tion & Priority & Priority & Funding Year & Year Completed \\
\hline Transit Stop & 1542 & Sky Valley Drive ~ East (East of Southridge Apartments) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sky Valley Drive ~ East (East of Southridge Apartments) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 1557 & Robb Drive ~ East (South of Bankside Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Robb Drive ~ East (South of Bankside Way) & \$ & 1,300 & 2 & High & & \\
\hline Transit Stop & 1559 & Robb Drive ~ East (South of Mae Anne Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Robb Drive ~ East (South of Mae Anne Avenue) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1565 & Kirman Avenue \(\sim\) West (North of Curti Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kirman Avenue ~ West (North of Curti Drive) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 1568 & E Grove Street ~ South (West of Kietzke Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Grove Street ~ South (West of Kietzke Lane) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 1571 & Locust Street ~ East (South of Colorado River Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Locust Street ~ East (South of Colorado River Boulevard) & \$ & 1,400 & 2 & High & & \\
\hline Transit Stop & 1573 & Kirman Avenue ~ East (North of Aitken Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kirman Avenue ~ East (North of Aitken Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 1579 & Sutro Street ~ West (South of E 4th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ West (South of E 4th Street) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1582 & N Arlington Avenue ~ West (South of W 4th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at N Arlington Avenue ~ West (South of W 4th Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 1598 & W 4th Street ~ North (East of Edwards Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 4th Street ~ North (East of Edwards Way) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1612 & Corporate Boulevard ~ West (North of Capital Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Corporate Boulevard ~ West (North of Capital Boulevard) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1613 & Rock Boulevard ~ West (North of Prospect Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Rock Boulevard ~ West (North of Prospect Avenue) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 1615 & W 5th Street ~ South (West of Bell Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 5th Street ~ South (West of Bell Street) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1638 & Double R Boulevard ~ West (South of Renown) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Double R Boulevard ~ West (South of Renown) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 1642 & Double R Boulevard ~ West (East of Legacy Wealth) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Double R Boulevard ~ West (East of Legacy Wealth) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 1643 & Double R Boulevard ~ West (North of Double Diamond Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Double R Boulevard ~ West (North of Double Diamond Parkway) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1652 & Sierra Center Parkway ~ West (East of Sierra Town Center) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sierra Center Parkway ~ West (East of Sierra Town Center) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 1653 & Sierra Center Parkway ~ West (North of Maestro Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sierra Center Parkway ~ West (North of Maestro Drive) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 1655 & Sierra Center Parkway ~ South (West of Longley Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sierra Center Parkway ~ South (West of Longley Lane) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 1657 & Sierra Center Parkway ~ Eash (North of Maestro Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sierra Center Parkway ~ Eash (North of Maestro Drive) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 1658 & Sierra Center Parkway ~ East (West of Intuit Entrance) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sierra Center Parkway ~ East (West of Intuit Entrance) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1680 & N Arlington Avenue ~ East (North of W 2nd Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at N Arlington Avenue ~ East (North of W 2nd Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 1725 & Silver Lake Road ~ South (West of Sky Vista Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silver Lake Road ~ South (West of Sky Vista Parkway) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 1726 & Silver Lake Road ~ North (West of Flatland Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silver Lake Road ~ North (West of Flatland Drive) & \$ & 4,800 & 2 & High & & \\
\hline Transit Stop & 1729 & Silver Lake Road ~ South (West of Silver Sky Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silver Lake Road ~ South (West of Silver Sky Parkway) & \$ & 1,600 & 2 & High & & \\
\hline Transit Stop & 1731 & Silver Lake Road ~ South (East of Stead Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silver Lake Road ~ South (East of Stead Boulevard) & \$ & 1,600 & 2 & High & & \\
\hline Transit Stop & 1732 & Echo Avenue ~ North (West of Mt Babcock Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Echo Avenue \(\sim\) North (West of Mt Babcock Street) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1734 & Echo Avenue ~ North (West of Industry Circle) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Echo Avenue \(\sim\) North (West of Industry Circle) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1823 & Corporate Boulevard ~ West (North of Equity Avene) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Corporate Boulevard ~ West (North of Equity Avene) & \$ & 1,400 & 2 & High & & \\
\hline Transit Stop & 1825 & Vassar Street \(\sim\) North (West of Terminal Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Vassar Street ~ North (West of Terminal Way) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 1826 & Vassar Street ~ North (West of Market Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Vassar Street \(\sim\) North (West of
Market Street) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1871 & Financial Boulevard ~ East (North of Equity Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Financial Boulevard ~ East (North of Equity Avenue) & \$ & 3,800 & 2 & High & & \\
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\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & tion & Priority
Value & Priority Rank & Funding Year & Year Completed \\
\hline Transit Stop & 1904 & Nichols Boulevard ~ South (South of Spring Villas Dr) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Nichols Boulevard ~ South (South of Spring Villas Dr) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 1906 & Nichols Boulevard ~ South (West of Howard Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Nichols Boulevard ~ South (West of Howard Drive) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 1912 & George Farris Drive ~ North (East of Legends Bay Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at George Farris Drive ~ North (East of Legends Bay Drive) & \$ & 700 & 2 & High & & \\
\hline Transit Stop & 1935 & Sadleir Way ~ South (East of Valley Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sadleir Way ~ South (East of Valley Road) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 1940 & E Plumb Lane ~ South (East of Locust Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Plumb Lane ~ South (East of Locust Street) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1948 & S Virginia Street ~ West (South of Hillcrest Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ West (South of Hillcrest Drive) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 1958 & Victorian Avenue ~ South (West of 4th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Victorian Avenue ~ South (West of 4th Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 1959 & E Victorian Avenue ~ South (East of Stanford Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Victorian Avenue ~ South (East of Stanford Way) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 1988 & North Hills Boulevard ~West (North of Beckwourth Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at North Hills Boulevard ~ West (North of Beckwourth Drive) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 1999 & George Farris Drive ~ South (East of Legends Bay Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at George Farris Drive ~ South (East of Legends Bay Drive) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 2009 & S Meadows Parkway ~ South (East of Lauren Court) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Meadows Parkway ~ South (East of Lauren Court) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 2010 & S Meadows Parkway ~ South (East of Prairie Dog) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Meadows Parkway ~ South (East of Prairie Dog) & \$ & 3,800 & 2 & High & & \\
\hline Transit Stop & 2012 & Double Diamond Parkway ~ East (North of S Meadows Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Double Diamond Parkway ~ East (North of S Meadows Parkway) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 2013 & Double Diamond Parkway ~ East (North of Sandhill Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Double Diamond Parkway ~ East (North of Sandhill Road) & \$ & 4,100 & 2 & High & & \\
\hline Transit Stop & 2017 & Prototype Drive ~ West (South of Double Diamond Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Prototype Drive ~ West (South of Double Diamond Parkway) & \$ & 4,400 & 2 & High & & \\
\hline Transit Stop & 2020 & W Peckham Lane ~ North (West of S Virginia Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W Peckham Lane ~ North (West of S Virginia Street) & \$ & 5,000 & 2 & High & & \\
\hline Transit Stop & 2030 & Sutro Street ~ East (North of E 7th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ East (North of E 7th Street) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 2031 & Sutro Street ~ West (South of Blazing Star Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro Street ~ West (South of Blazing Star Drive) & \$ & 700 & 2 & High & & \\
\hline Transit Stop & 2034 & Sky Vista Parkway ~ North (West of Vista Knoll Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sky Vista Parkway ~ North (West of Vista Knoll Parkway) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 2050 & Kirman Avenue ~ East (South of Casazza Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kirman Avenue ~ East (South of Casazza Drive) & \$ & 4,700 & 2 & High & & \\
\hline Transit Stop & 2070 & Selmi Dr ~ South (East of Sutro St) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Selmi Dr ~ South (East of Sutro St) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 2072 & Selmi Dr ~ North (West of Clear Acre Ln) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Selmi Dr ~ North (West of Clear Acre Ln) & \$ & 4,200 & 2 & High & & \\
\hline Transit Stop & 2074 & Selmi Dr ~ North (East of Tierra Verde E) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Selmi Dr ~ North (East of Tierra Verde E) & \$ & 5,100 & 2 & High & & \\
\hline Transit Stop & 2075 & Sutro St ~ West (South of Selmi Dr) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sutro St ~ West (South of Selmi Dr) & \$ & 4,000 & 2 & High & & \\
\hline Transit Stop & 7569 & E 6th Street ~ North (West of Wells Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 6th Street ~ North (West of Wells Avenue) & \$ & 4,700 & 2 & High & & \\
\hline Building & 1 & RIDE Maintenance Faciility & 2 & The striping and markings for the accessible parking stall's loading/unloading access aisle are dilapidated and in need of repair and/or maintenance. & \$ & 405 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 3 & The transition from the curb ramp to the walk gutter or street is not flush and free of abrupt changes in level. & \$ & 2,025 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 4 & The curb ramp slope exceeds the maximum running slope (direction of travel) allowable of \(8.33 \%\). & \$ & 2,025 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 5 & The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(2 \%\). & \$ & 540 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 6 & The curb ramp slope exceeds the maximum running slope (direction of travel) allowable of \(8.33 \%\). & \$ & 2,025 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 7 & The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(2 \%\). & \$ & 540 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 8 & The 30 " minimum by 48 " minimum clear floor space required at the door is not flat ( \(2 \%\) or \(1: 48\) maximum slope) in all directions. & \$ & 540 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 9 & The walkway contains abrupt vertical edges and/or variations over a \(1 / 4\) ". & \$ & 675 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 10 & The accessible route contains running slopes greater than \(5 \%\) and cross slopes greater than \(2 \%\) across the width of the walk and has not been constructed as a ramp (i.e. handrails wheel guides etc.). & \$ & 540 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 11 & The landing at the top of the ramp has a slope greater than \(2 \%\). & \$ & 2,025 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 12 & The change in level where the gutter meets the curb ramp is greater than \(1 / 4\) ". & \$ & 2,025 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 13 & The transition from the curb ramp to the walk gutter or street is not flush and free of abrupt changes in level. & \$ & 2,025 & 5 & Medium & & \\
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\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & \multicolumn{4}{|c|}{Project Name \({ }^{\text {a }}\) ( Barrier \# \(\quad\) Self-Evaluation Barrier} & ection & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Building & 2 & Administration Offices & 14 & The curb ramp slope exceeds the maximum running slope (direction of travel) allowable of 8.33\%. & \$ & 2,025 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 15 & The walkway contains abrupt vertical edges and/or variations over a \(1 / 4\) ". & \$ & 675 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 16 & The concrete expansion joint is spaced greater than a \(1 / 22^{\prime \prime}\). & \$ & 270 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 17 & The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(2 \%\). & \$ & 540 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 19 & The door exceeds the maximum pressure to open the door at 9 locations. & \$ & 1,215 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 25 & There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible & \$ & 3,375 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 27 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 33 & There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible & \$ & 3,375 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 34 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 38 & The door/gate operating hardware is not accessible. & \$ & 506 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 39 & The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door. & \$ & 1,755 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 40 & The door/gate operating hardware is not accessible. & \$ & 2,025 & 5 & Medium & & \\
\hline Building & & Administration Offices & 41 & The door/gate operating hardware is not accessible. & \$ & 3,544 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 43 & The door/gate operating hardware is not accessible. & \$ & 2,531 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 51 & There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible & \$ & 3,375 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 53 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 59 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 68 & The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door. & \$ & 3,375 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 69 & The transaction counter is too high. & \$ & 2,025 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 74 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 76 & The door/gate operating hardware is not accessible. & \$ & 506 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 78 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 80 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 90 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 96 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 2 & Administration Offices & 103 & The door/gate operating hardware is not accessible. & \$ & 6,581 & 5 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 1 & The clear floor space only allows for a forward approach and the entrance buzzer is out of reach range. & \$ & 270 & 5 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 18 & The vision light panels (glazing/window) are mounted too high. & S & 3,375 & 5 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 19 & The vision light panels (glazing/window) at the 5 doors in this area are mounted too high. & S & 16,875 & 5 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 23 & The door exceeds the maximum pressure to open the door. & S & 135 & 5 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 38 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 5 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 52 & The vision light panels (glazing/window) at the 2 doors in this area mounted too high. & \$ & 6,750 & 5 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 56 & The vision light panels (glazing/window) at the 3 doors in this area are mounted too high. & \$ & 10,125 & 5 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 87 & The vision light panels (glazing/window) are mounted too high. & \$ & 3,375 & 5 & Medium & & \\
\hline Building & 5 & 4th Street Station & 1 & The striping and markings for the accessible parking stall's loading/unloading access aisle are dilapidated and in need of repair and/or maintenance. & \$ & 405 & 5 & Medium & & \\
\hline Building & 1 & RIDE Maintenance Facility & 3 & The mailbox is positioned too high for either a side or front approach. & \$ & 270 & 6 & Medium & & \\
\hline Building & 1 & RIDE Maintenance Facility & 17 & The wall sign is incorrectly located. & \$ & 169 & 6 & Medium & & \\
\hline Building & 1 & RIDE Maintenance Facility & 21 & The wall sign is incorrectly located and does not include raised characters or braille. & \$ & 338 & 6 & Medium & & \\
\hline Building & 1 & RIDE Maintenance Facility & 28 & The wall sign is incorrectly located and does not include raised characters or braille. & \$ & 338 & 6 & Medium & & \\
\hline Building & 1 & RIDE Maintenance Facility & 43 & The wall sign is incorrectly located and does not include raised characters or braille. & \$ & 338 & 6 & Medium & & \\
\hline Building & 1 & RIDE Maintenance Facility & 72 & The wall sign is incorrectly located and does not include raised characters or braille. & \$ & 338 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 18 & Compliant room identification signs are missing on the strike side of the door at 8 locations. & \$ & 2,700 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 26 & The glass shelf and lotion dispenser projects more than 4" into the circulation path. & \$ & 540 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 32 & The toilet compartment is not wide enough. & \$ & 3,375 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 35 & The elevator does not have a star on both jambs at the main entry level. & \$ & 135 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 37 & The AED Device projects more than 4 inches into the circulation path. & \$ & 270 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 42 & The wall sign is incorrectly located. & \$ & 169 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 44 & The wall sign is incorrectly located at 10 doors. & \$ & 3,375 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 45 & The door has a door stop which prevents it from having a smooth surface at the bottom. & \$ & & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 52 & The glass shelf and lotion dispenser projects more than 4" into the circulation path. & \$ & 540 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 58 & The toilet compartment is not wide enough. & \$ & 3,375 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 60 & The lotion dispenser projects more than 4" into the circulation path. & \$ & 270 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 67 & The wall sign is incorrectly located and does not include raised characters or braille at 7 locations. & \$ & 2,363 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 72 & The wall sign is incorrectly located and do not include raised characters or braille at 6 locations. & \$ & 2,025 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 73 & The wall sign is incorrectly located and does not include raised characters or braille. & \$ & 338 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 75 & The wall sign is incorrectly located and does not include raised characters or braille. & \$ & 338 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 79 & The wall sign is incorrectly located and does not include raised characers or braille. & S & 338 & 6 & Medium & & \\
\hline Building
Building & 2 & \(\frac{\text { Administration Offices }}{\text { Administration Offices }}\) & 81 & The wall sign is incorrectly located and does not include raised characters or braille. & \$ & 338
3375 & 6 & Medium & & \\
\hline Building & & Administration Offices & & The toilet compartment is not wide enough. & \$ & & & Medium & & \\
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\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & Project Name & Barrie \# & Self-Evaluation Barrier & & ction & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Building & 2 & Administration Offices & 95 & The toilet compartment is not wide enough. & \$ & 3,375 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 98 & The wall sign is incorrectly located and do not include raised characters or braille at 18 locations. & \$ & 6,075 & 6 & Medium & & \\
\hline Building & 2 & Administration Offices & 106 & The wall sign is incorrectly located and does not include raised characters or braille. & \$ & 169 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 7 & The walkway contains abrupt vertical edges and/or variations over a \(1 / 4\) inch. & \$ & 270 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 13 & The parking sign is mounted too low. & \$ & 203 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 14 & The van stall is missing a sign identifying it as a van accessible stall. & \$ & 270 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 15 & The parking stall contains abrupt edges and surface irregularities over a \(1 / 4\) " vertical. & \$ & 2,025 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 16 & The access aisle contains abrupt edges and surface irregularities over a \(1 / 4^{\prime \prime}\). & \$ & 2,025 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 35 & The wall sign is incorrectly located. & \$ & 169 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 37 & Compliant room identification signs are missing on the strike side of the door. & \$ & 338 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 49 & The wall sign is incorrectly located. & \$ & 169 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 53 & The kitchen counter top is too high. & \$ & 2,025 & 6 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 54 & The wall sign is mounted too high. & \$ & 169 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 1 & The van stall is missing a sign identifying it as a van accessible stall. & \$ & 270 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 2 & The accessible route of travel on the walk or sidewalk contains cross slopes greater than \(2 \%\) for approximately 10 feet in this location. & \$ & 2,700 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 3 & The change in level where the gutter meets the curb ramp is greater than \(1 / 44^{\prime \prime}\). & \$ & 2,025 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 4 & The accessible route contains running slopes greater than \(5 \%\) and cross slopes greater than \(2 \%\) across the width of the walk and has not been constructed as a ramp (i.e. handrails wheel guides etc.). & \$ & 2,025 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 5 & The change in level where the gutter meets the curb ramp is greater than \(1144^{\text {". }}\) & \$ & 2,025 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 6 & The walkway contains abrupt vertical edges and/or variations over a \(1 / 4\) ". & \$ & 2,025 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 7 & The concrete expansion joint is spaced greater than a \(1 / 2^{\prime \prime}\). & \$ & 270 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 17 & The water fountains projects more than \(4{ }^{4}\) into the circulation path. & \$ & 675 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 20 & Knee clearance at \(277^{\prime \prime}\) off the floor is not \(8^{\prime \prime}\) minimum deep. & \$ & 3,375 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 24 & The room contains 6 or more fixtures and therefore must have \(5 \%\) and a minimum of one ambulatory toilet stall. & \$ & 4,050 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 27 & Knee clearance at 27 " off the floor is not 8" minimum deep. & \$ & 3,375 & 6 & Medium & & \\
\hline Building & 4 & Centennial Plaza & 28 & The route of travel at this location does not provide a minimum width of 36 inches when the baby changing station is in the open position. & \$ & 810 & 6 & Medium & & \\
\hline Building & 5 & 4th Street Station & 22 & The room contains 6 or more fixtures and therefore must have \(5 \%\) and a minimum of one ambulatory toilet stall. & \$ & 4,050 & 6 & Medium & & \\
\hline Building & 1 & RIDE Maintenance Facility & 18 & The rear grab bar does not extend adequately past the centerline of the toilet on the wall side. & \$ & 540 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 2 & The 30 " minimum by \(48^{\prime \prime}\) minimum clear floor space required at the door is not flat ( \(2 \%\) or \(1: 48\) maximum slope) in all directions. & \$ & 540 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 20 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 21 & The top rim of the lavatory or the counter is too high. & \$ & 2,700 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 28 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 36 & The there is no drinking fountain for standing persons. & \$ & 5,130 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 46 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 47 & The top rim of the lavatory or the counter is too high. & \$ & 2,700 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 54 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 61 & The there is no drinking fountain for standing persons. & \$ & 5,130 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 83 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 84 & The top rim of the lavatory or the counter is too high. & \$ & 2,700 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 91 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 7 & Medium & & \\
\hline Building & 2 & Administration Offices & 97 & The there is no drinking fountain for standing persons. & 5 & 5,130 & 7 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 24 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 7 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 25 & The top rim of the lavatory or the counter is too high. & \$ & 2,700 & 7 & Medium & & \\
\hline Building & & ACCESS Maintenance Facility & 26 & The faucet controls require twisting of the wrist. & \$ & 540 & 7 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 33 & The rear grab bar does not extend adequately past the centerline of the toilet on the wall side. & \$ & 540 & 7 & Medium & & \\
\hline Building & & ACCESS Maintenance Facility & 39 & The water and drain pipes under the lavatory are not adequately insulated. & S & 270 & 7 & Medium & & \\
\hline Building & ) & ACCESS Maintenance Facility & 40 & The top rim of the lavatory or the counter is too high. & \$ & 2,700 & 7 & Medium & & \\
\hline Building & - & ACCESS Maintenance Facility & 48 & The faucet controls require twisting of the wrist. & S & 540 & 7 & Medium & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 50 & The there is no drinking fountain for standing persons. & \$ & 5,130 & 7 & Medium & & \\
\hline Building & & ACCESS Maintenance Facility & 51 & There is not enough knee clearance under the drinking fountain. A minimum clearance of 27 " is required. & S & 2,025 & 7 & Medium & & \\
\hline Building & 5 & 4th Street Station & 4 & There is not enough knee clearance under the drinking fountain. & \$ & 5,130 & 7 & Medium & & \\
\hline Building & 5 & 4th Street Station & 17 & The water and drain pipes under the lavatory are not adequately insulated. & S & 135 & 7 & Medium & & \\
\hline Building & 5 & 4th Street Station & 20 & The urinal is too close to the side wall. & \$ & 3,105 & 7 & Medium & & \\
\hline Building & 5 & 4th Street Station & 23 & The water and drain pipes under the lavatory are not adequately insulated. & S & 405 & 7 & Medium & & \\
\hline Building & 5 & 4th Street Station & 35 & The clear floor space required at accessible drinking fountains is not positioned for a forward approach. & \$ & 5,130 & 7 & Medium & & \\
\hline Building & 5 & 4th Street Station & 36 & The there is no drinking fountain for standing persons. & \$ & 5,130 & 7 & Medium & & \\
\hline Transit Stop & 157 & Robb Drive ~ West (South of Promontory Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Robb Drive ~ West (South of Promontory Drive) & \$ & 1,600 & 3 & Medium & & \\
\hline Transit Stop & 206 & W 7th Street ~ South (East of N McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ South (East of N McCarran Boulevard) & \$ & 1,600 & 3 & Medium & & \\
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\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & ction & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Transit Stop & 288 & Brinkby Avenue ~ South (East of Plumas Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Brinkby Avenue ~ South (East of Plumas Street) & \$ & 1,600 & 3 & Medium & & \\
\hline Transit Stop & 320 & Brinkby Avenue ~ North (West of Lakeside Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Brinkby Avenue \(\sim\) North (West of Lakeside Drive) & \$ & 1,600 & 3 & Medium & & \\
\hline Transit Stop & 450 & Harvard Way ~ West (South of Pedretti Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Harvard Way ~ West (South of Pedretti Road) & \$ & 1,600 & 3 & Medium & & \\
\hline Transit Stop & 1263 & W 7th Street ~ North (West of N McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street \(\sim\) North (West of N McCarran Boulevard) & \$ & 1,600 & 3 & Medium & & \\
\hline Transit Stop & 1467 & South Meadows Parkway ~ North (West of Prairie Dog) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at South Meadows Parkway ~ North (West of Prairie Dog) & \$ & 1,600 & 3 & Medium & & \\
\hline Transit Stop & 1555 & Robb Drive ~ South (East of Sharlands Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Robb Drive ~ South (East of Sharlands Avenue) & \$ & 2,200 & 3 & Medium & & \\
\hline Transit Stop & 1644 & Damonte Ranch Parkway ~ North (West of Old Virginia Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Damonte Ranch Parkway ~ North (West of Old Virginia Road) & \$ & 1,600 & 3 & Medium & & \\
\hline Transit Stop & 1720 & Sky Vista Parkway ~ North (West of Lemmon Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sky Vista Parkway ~ North (West of Lemmon Drive) & \$ & 700 & 3 & Medium & & \\
\hline Transit Stop & 1913 & N Virginia Street ~ East (South of Golden Valley Road) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at N Virginia Street ~ East (South of Golden Valley Road) & \$ & 700 & 3 & Medium & & \\
\hline Transit Stop & 2041 & Herz Boulevard ~ West (North of Mt Rose Highway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Herz Boulevard ~ West (North of Mt Rose Highway) & \$ & 1,100 & 3 & Medium & & \\
\hline Transit Stop & 32 & Neil Road ~ East (North of Meadow Wood Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (North of Meadow Wood Lane) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 35 & Neil Road ~ East (South of Catalina Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (South of Catalina Drive) & \$ & 1,300 & 4 & Medium & & \\
\hline Transit Stop & 62 & Valley Road ~ East (North of E 6th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Valley Road ~ East (North of E 6th Street) & \$ & 800 & 4 & Medium & & \\
\hline Transit Stop & 74 & Silverada Boulevard ~ East (North of Tom Sawyer Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silverada Boulevard ~ East (North of Tom Sawyer Drive) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 77 & Silverada Boulevard ~ East (North of Orchid Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silverada Boulevard ~ East (North of Orchid Way) & \$ & 500 & 4 & Medium & & \\
\hline Transit Stop & 79 & Silverada Boulevard ~ East (South of Fantastic Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silverada Boulevard ~ East (South of Fantastic Drive) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 80 & Greenbrae Drive ~ South (East of El Rancho Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Greenbrae Drive ~ South (East of EI Rancho Drive) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 98 & York Way ~ North (West of Pyramid Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at York Way ~ North (West of Pyramid Way) & \$ & 1,400 & 4 & Medium & & \\
\hline Transit Stop & 109 & Silverada Boulevard ~ West (South of Paradise Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silverada Boulevard ~ West (South of Paradise Drive) & \$ & 600 & 4 & Medium & & \\
\hline Transit Stop & 119 & E 9th Street ~ North (East of N Wells Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 9th Street ~ North (East of N Wells
Avenue) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 132 & W 5th Street ~ North (West of Ralston Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 5th Street ~ North (West of Ralston Street) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 167 & Kings Row ~ South (East of Apollo Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kings Row ~ South (East of Apollo Way) & \$ & 1,300 & 4 & Medium & & \\
\hline Transit Stop & 169 & Kings Row ~ South (East of Crown Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kings Row ~ South (East of Crown Drive) & \$ & 1,300 & 4 & Medium & & \\
\hline Transit Stop & 183 & W 5th Street ~ South (West of N Arlington Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 5th Street ~ South (West of N Arlington Avenue) & \$ & 1,700 & 4 & Medium & & \\
\hline Transit Stop & 196 & W 7th Street ~ North (East of McDonald Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street \(\sim\) North (East of McDonald Drive) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 214 & W 7th Street ~ South (West of McDonald Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ South (West of McDonald Drive) & \$ & 2,000 & 4 & Medium & & \\
\hline Transit Stop & 217 & W 7th Street ~ South (East of Elgin Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ South (East of Elgin Avenue) & \$ & 1,800 & 4 & Medium & & \\
\hline Transit Stop & 218 & Keystone Avenue ~ West (South of University Terrace) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Keystone Avenue ~ West (South of & \$ & 800 & 4 & Medium & & \\
\hline Transit Stop & 218 & Keystone Avenue ~ West (South of W 5th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Keystone Avenue ~ West (South of W 5th Street) & \$ & 1,600 & 4 & Medium & & \\
\hline Transit Stop & 254 & E 5th Avenue ~ North (East of Leon Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 5th Avenue \(\sim\) North (East of Leon Drive) & \$ & 1,600 & 4 & Medium & & \\
\hline Transit Stop & 261 & Sun Valley Boulevard ~ West (North of Dandini Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sun Valley Boulevard ~ West (North of Dandini Boulevard) & \$ & 1,400 & 4 & Medium & & \\
\hline Transit Stop & 365 & Stead Boulevard ~ East (South of Ural Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ East (South of Ural Street) & \$ & 1,600 & 4 & Medium & & \\
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\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Transit Stop & 366 & Stead Boulevard ~ East (South of Cascade Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ East (South of Cascade Street) & \$ & 800 & 4 & Medium & & \\
\hline Transit Stop & 367 & Stead Boulevard ~ East (South of Rocky Mountain Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ East (South of Rocky Mountain Street) & \$ & 500 & 4 & Medium & & \\
\hline Transit Stop & 396 & N Virginia Street ~ West (South of Lancaster Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at N Virginia Street ~ West (South of Lancaster Drive) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 434 & Buck Drive ~ South (East of Lemmon Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Buck Drive ~ South (East of Lemmon Drive) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 448 & Harvard Way ~ West (South of Vassar Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Harvard Way ~ West (South of Vassar Street) & \$ & 1,400 & 4 & Medium & & \\
\hline Transit Stop & 452 & E Grove Street ~ North (West of Harvard Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Grove Street ~ North (West of Harvard Way) & \$ & 1,600 & 4 & Medium & & \\
\hline Transit Stop & 459 & Neil Road ~ West (South of Mauldin Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ West (South of Mauldin Lane) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 553 & Victorian Avenue \(\sim\) North (West of 7th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Victorian Avenue ~ North (West of 7th Street) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 576 & E Prater Way ~ South (West of Lyyski Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Prater Way ~ South (West of Lyyski Street) & \$ & 800 & 4 & Medium & & \\
\hline Transit Stop & 592 & E Prater Way ~ North (West of Station Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Prater Way ~ North (West of Station Street) & \$ & 800 & 4 & Medium & & \\
\hline Transit Stop & 609 & Kirman Avenue ~ West (North of Burns Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kirman Avenue ~ West (North of Burns Street) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 664 & Energy Way ~ North (East of Reactor Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Energy Way ~ North (East of Reactor Way) & & 1,400 & 4 & Medium & & \\
\hline Transit Stop & 710 & Booth Street ~ West (South of Westfield Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Booth Street ~ West (South of Westfield Avenue) & & 400 & 4 & Medium & & \\
\hline Transit Stop & 723 & Idlewild Drive ~ South (East of Hunter Lake Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Idlewild Drive ~ South (East of Hunter Lake Drive) & & 1,400 & 4 & Medium & & \\
\hline Transit Stop & 728 & Sun Valley Boulevard ~ East (North of El Rancho Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sun Valley Boulevard ~ East (North of EI Rancho Drive) & \$ & 1,300 & 4 & Medium & & \\
\hline Transit Stop & 783 & W 4th Street ~ North (East of Stoker Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 4th Street ~ North (East of Stoker Avenue) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 872 & Springland Drive ~ East (South of Shady Oak Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Springland Drive ~ East (South of Shady Oak Drive) & \$ & 800 & 4 & Medium & & \\
\hline Transit Stop & 920 & S Wells Avenue ~ East (North of Cheney Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Wells Avenue ~ East (North of Cheney Street) & \$ & 1,400 & 4 & Medium & & \\
\hline Transit Stop & 929 & Commerce Street ~ East (South of Merchant Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Commerce Street ~ East (South of Merchant Street) & \$ & 1,300 & 4 & Medium & & \\
\hline Transit Stop & 958 & W 4th Street ~ North (West of Twin Lakes Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 4th Street ~ North (West of Twin Lakes Drive) & \$ & 1,600 & 4 & Medium & & \\
\hline Transit Stop & 981 & Mae Anne Avenue ~ South (East of Ambassador Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Mae Anne Avenue ~ South (East of Ambassador Drive) & \$ & 600 & 4 & Medium & & \\
\hline Transit Stop & 1088 & Orovada Street ~ South (East of Silverada Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Orovada Street \(\sim\) South (East of Silverada Boulevard) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1210 & Sky Mountain Drive ~ East (North of Summit Ridge Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Sky Mountain Drive ~ East (North of Summit Ridge Drive) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1258 & Golden Valley Road ~ West (South of North Hills Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Golden Valley Road ~ West (South of North Hills Boulevard) & \$ & 1,000 & 4 & Medium & & \\
\hline Transit Stop & 1270 & W 7th Street ~ North (East of Robb Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ North (East of Robb Drive) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 1347 & El Rancho Drive ~ East (North of McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at EI Rancho Drive ~ East (North of McCarran Boulevard) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1365 & W 7th Street ~ North (West of Washington Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ North (West of Washington Street) & \$ & 1,300 & 4 & Medium & & \\
\hline Transit Stop & 1412 & S Virginia Street ~ West (North of Meadowood Mall Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ West (North of Meadowood Mall Way) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1430 & McCarran Boulevard ~ South (East of Home Gardens Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at McCarran Boulevard ~ South (East of Home Gardens Drive) & \$ & 3,000 & 4 & Medium & & \\
\hline Transit Stop & 1435 & N Arington Avenue ~ West (South of W 2nd Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at N Arlington Avenue \(\sim\) West (South of W 2nd Street) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1438 & S Arlington Avenue ~ West (North of La Rue Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Arlington Avenue ~ West (North of La Rue Avenue) & & 1,400 & 4 & Medium & & \\
\hline Transit Stop & 1455 & Prototype Drive ~ East (North of Gateway Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Prototype Drive ~ East (North of Gateway Drive) & & 700 & 4 & Medium & & \\
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\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & ction & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Transit Stop & 1480 & Kietzke Lane ~ South (East of S Virginia Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kietzke Lane ~ South (East of S Virginia Street) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 1505 & Hunter Lake Drive ~ East (South of California Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Hunter Lake Drive ~ East (South of California Avenue) & \$ & 1,100 & 4 & Medium & & \\
\hline Transit Stop & 1574 & Kirman Avenue ~ East (South of Kuenzli Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Kirman Avenue ~ East (South of Kuenzli Street) & \$ & 1,300 & 4 & Medium & & \\
\hline Transit Stop & 1581 & W 7th Street ~ North (West of N McCarran Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at W 7th Street ~ North (West of N McCarran Boulevard) & \$ & 1,400 & 4 & Medium & & \\
\hline Transit Stop & 1596 & Silverada Boulevard ~ West (North of Carville Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silverada Boulevard ~ West (North of Carville Drive) & \$ & 600 & 4 & Medium & & \\
\hline Transit Stop & 1629 & E 6th Street ~ North (East of Record Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 6th Street ~ North (East of Record Street) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 1630 & S McCarran Boulevard ~ South (East of Kietzke Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S McCarran Boulevard ~ South (East of Kietzke Lane) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 1645 & S Virginia Street ~ East (North of Damonte Ranch Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ East (North of Damonte Ranch Parkway) & \$ & 500 & 4 & Medium & & \\
\hline Transit Stop & 1727 & Silver Lake Road ~ South (West of Gulf Stream Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silver Lake Road ~ South (West of Gulf Stream Lane) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1728 & Silver Lake Road ~ North (West of Silver Sky Parkway) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Silver Lake Road ~ North (West of Silver Sky Parkway) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1735 & Echo Avenue ~ North (East of Moya Boulevard) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Echo Avenue ~ North (East of Moya Boulevard) & \$ & 800 & 4 & Medium & & \\
\hline Transit Stop & 1821 & S Wells Avenue ~ East (North of Capitol Hill Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Wells Avenue ~ East (North of Capitol Hill Avenue) & \$ & 1,600 & 4 & Medium & & \\
\hline Transit Stop & 1824 & s Wells Avenue ~ West (South of Thoma Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Wells Avenue ~ West (South of Thoma Street) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1854 & Stead Boulevard ~ West (North of Cascade Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Stead Boulevard ~ West (North of Cascade Street) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 1897 & York Way ~ South (West of 11th Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at York Way ~ South (West of 11th Street) & \$ & 1,500 & 4 & Medium & & \\
\hline Transit Stop & 1907 & Howard Drive ~ East (South of E Lincoln Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Howard Drive ~ East (South of E Lincoln Way) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 1908 & E Lincoln Way ~ South (West of Harbour Cove Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Lincoln Way ~ South (West of Harbour Cove Drive) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1937 & E Plumb Lane ~ North (West of Yori Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Plumb Lane ~ North (West of Yori Avenue) & \$ & 1,600 & 4 & Medium & & \\
\hline Transit Stop & 1938 & E Plumb Lane ~ North (East of Locust Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E Plumb Lane \(\sim\) North (East of Locust Street) & \$ & 500 & 4 & Medium & & \\
\hline Transit Stop & 1939 & S Wells Avenue ~ East (South of Casazza Drive) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Wells Avenue ~ East (South of Casazza Drive) & \$ & 1,400 & 4 & Medium & & \\
\hline Transit Stop & 1946 & E 9th Street ~ North (East of Dolomite Circle) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at E 9th Street ~ North (East of Dolomite Circle) & \$ & 800 & 4 & Medium & & \\
\hline Transit Stop & 1949 & S Virginia Street ~ West (North of W Peckham Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ West (North of W Peckham Lane) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1950 & S Virginia Street ~ East (South of W Peckham Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ East (South of W Peckham Lane) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1951 & S Virginia Street ~ East (North of Cadillac Place) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ East (North of Cadillac Place) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 1991 & S Virginia Street ~ East (North of Meadowood Mall Way) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Virginia Street ~ East (North of Meadowood Mall Way) & \$ & 400 & 4 & Medium & & \\
\hline Transit Stop & 2026 & Neil Road ~ East (North of Riley Avenue) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Neil Road ~ East (North of Riley Avenue) & \$ & 800 & 4 & Medium & & \\
\hline Transit Stop & 2051 & S Wells Avenue ~ East (North of Crampton Street) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at S Wells Avenue ~ East (North of Crampton Street) & \$ & 1,600 & 4 & Medium & & \\
\hline Transit Stop & 2062 & Terminal Way ~ West (South of E Plumb Lane) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Terminal Way ~ West (South of E Plumb Lane) & \$ & 700 & 4 & Medium & & \\
\hline Transit Stop & 2073 & Selmi Dr ~ South (West of Clear Acre Ln) & N/A & See facility report and GIS data for detailed evaluation findings for transit stop at Selmi Dr ~ South (West of Clear Acre Ln) & \$ & 800 & 4 & Medium & & \\
\hline Building & 2 & Administration Offices & 22 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 23 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & & Low & & \\
\hline Building & 2 & Administration Offices & 24 & The coat hook is installed greater than 48" above the finished floor. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 29 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 30 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & & Low & & \\
\hline Building & 2 & Administration Offices & 31 & The coat hook is installed greater than 48 " above the finished floor. & \$ & 135
135 & 9 & Low & & \\
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\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & \multicolumn{3}{|r|}{Project Name Self-Evaluation Barrier} & \multicolumn{2}{|r|}{Cost Projection} & \multirow[t]{2}{*}{Priority Value} & \multirow[t]{2}{*}{Priority Rank} & \multirow[t]{2}{*}{Funding Year} & \multirow[t]{2}{*}{Year Completed} \\
\hline Building & 2 & Administration Offices & 49 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & & & & \\
\hline Building & 2 & Administration Offices & 50 & The coat hook is installed greater than \(48^{\prime \prime}\) above the finished floor. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 55 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 56 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 57 & The coat hook is installed greater than 48 " above the finished floor. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 85 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 86 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 87 & The coat hook is installed greater than 48" above the finished floor. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 89 & The glass shelf and lotion dispenser projects more than 4" into the circulation path. & \$ & 270 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 92 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 93 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 94 & The coat hook is installed greater than 48" above the finished floor. & \$ & 135 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 27 & The mirror is mounted too high. & \$ & 135 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 28 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 473 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 29 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 30 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 31 & The locking/latching hardware is not accessible. & \$ & 203 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 32 & The side grab bar does not extend far enough from the rear wall. & \$ & 540 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 34 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 36 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 41 & The mirror is mounted too high. & \$ & 135 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 42 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 473 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 43 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist and the control is 51 " high. & \$ & 540 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 44 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 45 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & & ACCESS Maintenance Facility & 46 & The locking/latching hardware is not accessible. & \$ & 203 & 9 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 47 & The side grab bar does not extend far enough from the rear wall. & \$ & 540 & 9 & Low & & \\
\hline Building & & Centennial Plaza & 19 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 4 & Centennial Plaza & 21 & The toilet paper is not installed within the compliant range. & \$ & 270 & 9 & Low & & \\
\hline Building & 4 & Centennial Plaza & 22 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 4 & Centennial Plaza & 23 & The baby changing station is not accessible because there is not adequate clear floor space for an approach. & \$ & 810 & 9 & Low & & \\
\hline Building & 4 & Centennial Plaza & 25 & The mirror is mounted too high. & \$ & 135 & 9 & Low & & \\
\hline Building & 4 & Centennial Plaza & 26 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 18 & The compartment door is not self closing. & S & 135 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 19 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 21 & The security box projects more than 4 " into the circulation path. & \$ & 270 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 24 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 25 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 26 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 27 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 28 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 29 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 30 & The side grab bar does not extend far enough from the rear wall. & \$ & 540 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 31 & The coat hook is positioned too high for either a side or front approach. & \$ & 135 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 32 & The compartment door is not self closing. & \$ & 135 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 33 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 9 & Low & & \\
\hline Building & 5 & 4th Street Station & 34 & The coat hook is positioned too high for either a side or front approach. & \$ & 135 & 9 & Low & & \\
\hline Building & 2 & Administration Offices & 62 & The vending machines operable parts are positioned too high for either a side of front approach. & \$ & & 10 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 55 & The door has a door stop which prevents it from having a smooth surface at the bottom. & \$ & 68 & 10 & Low & & \\
\hline Building & 4 & Centennial Plaza & 15 & The vending machine is positioned too high for either a side or front approach. & \$ & & 10 & Low & & \\
\hline Building & 4 & Centennial Plaza & 16 & The pay phone is positioned too high for either a side or front approach. & \$ & 270 & 10 & Low & & \\
\hline Building & 4 & Centennial Plaza & 18 & The vending machines are positioned too high for either a side or front approach. & \$ & & 10 & Low & & \\
\hline Building & 5 & 4th Street Station & 3 & The vending machines are positioned too high for either a side or front approach. & \$ & & 10 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 13 & The kitchen countertop is too high. & \$ & 2,025 & 11 & Low & & \\
\hline Building & & RIDE Maintenance Facility & 14 & The transaction counter is too high. & S & 2,025 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 15 & The door/gate operating hardware is not accessible. & \$ & 2,531 & 11 & Low & & \\
\hline Building & & RIDE Maintenance Facility & 16 & The door has a door stop which prevents it from having a smooth surface within 10" of the floor. & \$ & 68 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 19 & The kitchen countertop is too high. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 20 & The there is no drinking fountain for standing persons. & \$ & 5,130 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 22 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 23 & The faucet controls require twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building
Building & 1 & RIDE Maintenance Facility
RIDE Maintenance Faciility & \(\stackrel{24}{25}\) & The top rim of the lavatory or the counter is too high.
The mirror is mounted too high. & \$ & 2,700
135 & 11 & Low & & \\
\hline Building & 1 & & 25 & & \$ & 135 & 11 & Low & & \\
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\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Building & 1 & RIDE Maintenance Facility & 26 & The room contains 1 toilet compartment which is only 42 " wide. & & \$ 3,375 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 27 & The urinal is located in an area that does not provide the required clear floor space for a front approach. & & \$ 945 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 29 & The water and drain pipes under the lavatory are not adequately insulated. & & \$ 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 30 & The faucet controls require twisting of the wrist. & & \$ 540 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 31 & The top rim of the lavatory or the counter is too high. & & \$ 2,700 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 32 & The mirror is mounted too high. & & \$ 135 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 33 & The compartment door is not self closing. & & \$ 135 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 34 & The water closet compartment door is missing a loop handle on the inside. & & \$ 203 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 35 & The coat hook is installed greater than \(48^{\prime \prime}\) above the finished floor. & & \$ 135 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Faciility & 36 & There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair
accessible & & 3,375 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 37 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist. The moveable bench obstructs the clear floor space. & & \$ 540 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 38 & The there is no drinking fountain for standing persons. & & \$ 5,130 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 39 & The kitchen countertop is too high. & & \$ \(\quad 2,025\) & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 40 & The paper towel dispenser projects more than 4 " into the circulation path. & & \$ 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 41 & The door/gate operating hardware is not accessible. & & \$ 1,013 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 42 & The door has a door stop which prevents it from having a smooth surface at the bottom. & & \$ 68 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 44 & The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door. & & \$ 1,755 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 45 & There is no compliant bench in the locker room. & & \$ 675 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 46 & The paper towel dispenser projects more than \(4^{4 \prime}\) into the circulation path. & & \$ 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 47 & There are no accessible bathing or shower facilities. & & \$ 5,400 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 48 & The water and drain pipes under the lavatory are not adequately insulated. & & \$ 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 49 & The faucet controls require twisting of the wrist. & & \$ 540 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 50 & The mirror is mounted too high. & & \$ 135 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 51 & There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair
accessible & & 3,375 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 52 & Accessible lockers are not provided. 5\% but not less than one of each type of locker must be accessible. Lockers of different size are considered different types. & & \$ 2,025 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 53 & The wall sign is incorrectly located and does not include raised characters or braille. & & \$ 338 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 54 & The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door. & & \$ 1,755 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 55 & There is no compliant bench in the locker room. & & 675 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 56 & Accessible lockers are not provided. 5\% but not less than one of each type of locker must be accessible. Lockers of different size are considered different types. & & \$ 2,025 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 57 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist. & & \$ 540 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 58 & There are no accessible shower facilities. & & \$ 5,400 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 59 & The coat hook is installed greater than \(48^{\prime \prime}\) above the finished floor. & & \$ 135 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 60 & The water and drain pipes under the lavatory are not adequately insulated. & & \$ 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 61 & The faucet controls require twisting of the wrist. & & \$ 540 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 62 & The top rim of the lavatory or the counter is too high. & & \$ \(\quad 2,700\) & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 63 & The mirror is mounted too high. & & \$ 135 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 64 & There are not enough accessible toilet compartments. 5\% and a minimum of 1 toilet compartment must be wheelchair accessible & & \$ 3,375 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 65 & The door/gate operating hardware is not accessible at 2 doors. & & \$ 1,013 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 66 & The door has a door stop which prevents it from having a smooth surface at the bottom. & & \$ 68 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 67 & The kitchen countertop is too high. & & \$ 2,025 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 68 & The AED cabinet projects more than 4 " into the circulation path. & & \$ 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 69 & The paper towel dispenser is positioned too high for either a side or front approach. & & \$ 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 70 & The vending machine control is positioned too high for either a side of front approach. & & \$ & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 71 & The ramp does not have compliant handrails. & & \$ 2,700 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 73 & The water and drain pipes under the lavatory are not adequately insulated. & & \$ 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 74 & The faucet controls require twisting of the wrist. & & \$ 540 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 75 & The mirror is mounted too high. & & \$ 135 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 76 & There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible & & \$ 3,375 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 77 & The urinal is confined on three sides (alcove). & \$ & \$ 945 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 78 & The wall sign is incorrectly located and does not include raised characters or braille. & & \$ 338 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 79 & The paper towel dispenser and feminine product dispenser projects more than 4" into the circulation path. & \$ & \$ \(\quad 540\) & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 80 & The water and drain pipes under the lavatory are not adequately insulated. & & \$ 270 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 81 & The faucet controls require twisting of the wrist. & & \$ & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 82 & The mirror is mounted too high. & \$ & \$ 135 & 11 & Low & & \\
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\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Building & 1 & RIDE Maintenance Facility & 83 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 1 & RIDE Maintenance Facility & 84 & There are not enough accessible toilet compartments. \(5 \%\) and a minimum of 1 toilet compartment must be wheelchair accessible. & & 3,375 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 63 & The kitchen counter top is too high. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 64 & The faucet controls require twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 65 & The door/gate operating hardware is not accessible. & \$ & 506 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 66 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 70 & The kitchen counter top is too high. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 71 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 77 & The kitchen counter top is too high. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 82 & The microwave and toaster are positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 99 & The kitchen counter top is too high. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 100 & The faucet controls require twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 101 & The door/gate operating hardware is not accessible. & \$ & 506 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 102 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 104 & The kitchen counter top is too high. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 2 & Administration Offices & 105 & The paper towel dispenser phone and microwave are positioned too high for either a side or front approach. & \$ & 810 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 20 & The thermostat is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 21 & The wall sign is mounted too high. & \$ & 169 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 22 & Compliant knee and/or toe clearance is not provided. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 57 & The wall sign is incorrectly located. & \$ & 169 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 58 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 59 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 60 & The top rim of the lavatory or the counter is too high. & \$ & 2,700 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 61 & The faucet controls require twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 62 & The mirror is mounted too high. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 63 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 473 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 64 & The compartment door is not self closing. & \$ & 135 & 11 & Low & & \\
\hline Building & & ACCESS Maintenance Facility & 65 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 66 & The locking/latching hardware is not accessible. & \$ & 203 & 11 & Low & & \\
\hline Building & & ACCESS Maintenance Facility & 67 & The side grab bar does not extend far enough from the rear wall. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 68 & The rear grab bar does not extend adequately past the centerline of the toilet on the wall side. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 69 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 70 & The coat hook is installed greater than 48 inches above the finished floor. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 71 & The top rim of the lavatory or the counter is too high. & \$ & 2,700 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 72 & The wall sign is incorrectly located. & \$ & 169 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 73 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 74 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 75 & The faucet controls require twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 76 & The mirror is mounted too high. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 77 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 473 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 78 & The compartment door is not self closing. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 79 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 80 & The locking/latching hardware is not accessible. & \$ & 203 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 81 & The side grab bar does not extend far enough from the rear wall. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 82 & The rear grab bar does not extend adequately past the centerline of the toilet on the wall side. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 83 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 84 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist and the control is 51 " high. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 85 & The there is no drinking fountain for standing persons. & \$ & 5,130 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 86 & The transaction counter is too high. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 88 & The wall sign is incorrectly located. & \$ & 169 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 89 & The vending machines are positioned too high for either a side of front approach. & \$ & & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 90 & The handrail extension is not a minimum \(12^{\prime \prime}\) beyond the bottom of the ramp. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 92 & The vision light panels (glazing/window) are mounted too high. & \$ & 3,375 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 93 & The manuals and safety boxes project more than 4" into the circulation path. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 94 & The kitchen counter top is too high. & \$ & 2,025 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 95 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & & ACCESS Maintenance Facility & 96 & The vision light panels (glazing/window) are mounted too high. & \$ & 3,375 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 97 & The wall sign is incorrectly located. & \$ & 169 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 98 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 99 & The top rim of the lavatory or the counter is too high. & \$ & 2,700 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 100 & The mirror is mounted too high. & \$ & 135 & 11 & Low & & \\
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\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & Priority Value & Priority Rank & Funding Year & Year Completed \\
\hline Building & 3 & ACCESS Maintenance Facility & 101 & The faucet controls require twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Faciility & 102 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist and the control is 51 " high. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 103 & The compartment door is not self closing. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 104 & The water closet compartment door is missing a loop handle on the inside. & S & 203 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 105 & The locking/latching hardware is not accessible. & \$ & 203 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Faciility & 106 & The side grab bar does not extend far enough from the rear wall. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 107 & The rear grab bar does not extend adequately past the centerline of the toilet on the wall side. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 108 & The threshold is greater than \(1 / 2^{\prime \prime}\) high. & \$ & 675 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 109 & The wall sign is incorrectly located. & \$ & 169 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Faciility & 110 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Faciility & 111 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 270 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 112 & The top rim of the lavatory or the counter is too high. & \$ & 2,700 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 113 & The mirror is mounted too high. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 114 & The faucet controls require twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 115 & The compartment door is not self closing. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 116 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 117 & The locking/latching hardware is not accessible. & \$ & 203 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 118 & The side grab bar does not extend far enough from the rear wall. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 119 & The rear grab bar does not extend adequately past the centerline of the toilet on the wall side. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 120 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 121 & The faucet operations is positioned too high for either a side or front approach. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 122 & The threshold is greater than \(1 / 2\) " high. & \$ & 675 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 123 & The wall sign is incorrectly located. & \$ & 169 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 124 & The water clost flush control is on the wrong side the lavatory faucets required tight grasping and twisting coat hook is too high and the lavatory encroaches into the 60 " wide clear floor space for the water closet. & \$ & 4,050 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 125 & The shelf projects more than 4" into the route into the shower compartment. & \$ & 270 & 11 & Low & & \\
\hline Building & & ACCESS Maintenance Facility & 126 & The coat hook is installed greater than 48 " above the finished floor. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 127 & The dispensers projects more than 4 " into the circulation path. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 128 & The soap and paper towel dispenser is positioned too high for either a side or front approach. & \$ & 540 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 129 & The safety shower controls are positioned too high for either a side or front approach. & \$ & 473 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 130 & The coat hook is installed greater than \(48^{\prime \prime}\) above the finished floor. & \$ & 135 & 11 & Low & & \\
\hline Building & 3 & ACCESS Maintenance Facility & 131 & There is no compliant bench in the two locker rooms. A bench is provided but it does not meet the minimum
dimensions. & \$ & 1,350 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 8 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 9 & The coat hook is positioned too high for either a side or front approach. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 10 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 11 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 12 & The coat hook is positioned too high for either a side of front approach. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 13 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 14 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 29 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 30 & The coat hook is positioned too high for either a side or front approach. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 31 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 32 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 33 & The coat hook is positioned too high for either a side or front approach. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 34 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 35 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 36 & The microwave is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 37 & The soap dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 38 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 39 & The AED Device projects more than 4 inches into the circulation path. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 40 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 41 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist. & \$ & 540 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 42 & The toilet paper is not installed within the compliant range. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 43 & The water and drain pipes under the lavatory are not adequately insulated. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 44 & The coat hook is positioned too high for either a side or front approach. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 45 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 46 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 47 & The coat hook is positioned too high for either a side or front approach. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 48 & The toilet is not located within the range allowed from the side wall or partition. & \$ & 3,105 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 49 & The width of the toilet room is too narrow. & \$ & 16,200 & 11 & Low & & \\
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\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline Facility Type & GPS ID & Project Name & Barrier \# & Self-Evaluation Barrier & & Cost Projection & \[
\begin{gathered}
\hline \text { Priority } \\
\text { Value } \\
\hline \hline
\end{gathered}
\] & \[
\begin{gathered}
\hline \text { Priority } \\
\text { Rank } \\
\hline \hline
\end{gathered}
\] & Funding Year & Year Completed \\
\hline Building & 4 & Centennial Plaza & 50 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 51 & The shelf projects more than 4 " into the circulation path. & \$ & 473 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 52 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 4 & Centennial Plaza & 53 & The wall sign is incorrectly located. & \$ & 169 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 2 & The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door. & & \$ 1,755 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 5 & The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door. & & \$ 1,755 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 6 & The compartment door is not self closing. & \$ & 135 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 7 & The water closet compartment door is missing a loop handle on the inside. & & 203 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 8 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 9 & The paper towel dispenser is positioned too high for either a side or front approach. & & 270 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 10 & The door exceeds the maximum pressure to open the door. & \$ & 135 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 11 & The maneuvering space on the pull side of the door does not adequately extend beyond the latch side of the door. & & 1,755 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 12 & The compartment door is not self closing. & & 135 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 13 & The water closet compartment door is missing a loop handle on the inside. & \$ & 203 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 14 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & & 270 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 15 & The paper towel dispenser is positioned too high for either a side or front approach. & \$ & 270 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 16 & The door exceeds the maximum pressure to open the door. & & 135 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 37 & The microwave coffee pot and paper towel dispenser are positioned too high for either a side or front approach. & & 270 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 38 & The compartment door is not self closing. & \$ & \$ 135 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 39 & The water closet compartment door is missing a loop handle on the inside. & \$ & \$ 203 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 40 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & \$ & ¢ 270 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 41 & The paper towel dispenser is positioned too high for either a side or front approach. & & 270 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 42 & The door exceeds the maximum pressure to open the door. & S & 135 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 43 & The compartment door is not self closing. & \$ & 135 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 44 & The water closet compartment door is missing a loop handle on the inside. & & 203 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 45 & The toilet seat cover dispenser is positioned too high for either a side or front approach. & & 270 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 46 & The paper towel dispenser is positioned too high for either a side or front approach. & & 270 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 47 & The feminine product dispenser is not accessible because it requires tight grasping pinching or twisting of the wrist. & & \$ 540 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 48 & The door exceeds the maximum pressure to open the door. & & \$ 135 & 11 & Low & & \\
\hline Building & 5 & 4th Street Station & 49 & The maneuvering space on the pull side of the door or gate does not adequately extend beyond the latch side of the door. & & 1,755 & 11 & Low & & \\
\hline Building & 6 & 6th Street Bus Storage Yard & 1 & The threshold is greater than \(1 / 2^{\prime \prime}\) high. & \$ & 675 & 11 & Low & & \\
\hline Building & 6 & 6th Street Bus Storage Yard & 2 & The restroom is not nearly compliant. The water closet centerline is located beyond 16 "-18" from the wall flush control on wrong side no grab bars. & & 4,725 & 11 & Low & & \\
\hline Building & 6 & 6th Street Bus Storage Yard & 3 & The water closet flush control is located on the wrong side the mirror above the lavator is too high and the lockers obstruct the required wheelchair turning space. & & 4,725 & 11 & Low & & \\
\hline & & & & TOTAL & \$ & 1,682,653 & & & & \\
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[^0]:    Kimley»Horn Ancessology

[^1]:    Kimley》Horn Ancesssolog

[^2]:    Kimley»Horn Anccessologs

[^3]:    End of Project Description for Project 15 S Virginia Street ~ West (North of Brinkby Avenue)

[^4]:    End of Project Description for Project 32 Neil Road ~ East (North of Meadow Wood Lane)

[^5]:    End of Project Description for Project 209 W 7th Street ~ South (West of Downey Avenue)

[^6]:    End of Project Description for Project 228 Sutro Street ~ East (South of E 9th Street)

