



CITY OF  
**WINOOSKI**  
V E R M O N T

# **Americans With Disabilities Act – Title II**

## ***Transition Plan for Pedestrian Facilities***

August 2023

Prepared by



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*The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.*

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## 1. Introduction and Overview

The City of Winooski is the smallest municipality in Vermont in terms of land area with 1.5 Square Miles and a population of 7,250 which makes it the most compact city in Vermont. Winooski's transportation vision is to provide a sustainable, safe, efficient, and convenient system for all road users including pedestrians, bicyclists and public transit riders that meets the needs of the City's diverse population. In addition, Winooski recognizes the importance of accessibility to bicycle and pedestrian facilities for individuals of all abilities and is committed to upgrading these facilities to allow for safe access to all users.

### Overview

The Americans with Disability Act (ADA) of 1990 is a civil rights law that prohibits discrimination and mandates equal opportunity for individuals with disabilities to employment, civic engagement, transportation, and telecommunications. The Americans with Disabilities Act Amendments Act of 2008 (ADAAA), which took effect on January 1, 2009, restored ADA provisions that had been eroded by a series of lawsuits and Supreme Court decisions.

The ADA Act (<https://www.ada.gov/law-and-regs/ada/>) applies to all public use facilities including the transportation system. State and local government agencies, municipalities, public entities are required to evaluate their public facilities for accessibility requirements under the ADA Act and are required to develop a Transition Plan that address barriers and deficiencies that limit accessibility to City maintained facilities. Winooski intends to come into compliance with all ADA requirements.

The ADA consists of five parts outlining protections in the following areas:

- Title I: Employment
- Title II: Public Services
- Title III: Public Accommodations
- Title IV: Telecommunications
- Title V: Miscellaneous Provisions

## 2. ADA Program Responsibility and Coordination

The City of Winooski is committed to meeting all requirements under Title II of the ADA Act and continues to dedicate the City staff to achieve full compliance with ADA Title II. Winooski designates the following employees to coordinate ADA compliance.

## City of Winooski ADA Title II Coordinator

Name: Jonathan Rauscher

Email: [jrauscher@winooski.vt.gov](mailto:jrauscher@winooski.vt.gov)

Phone: 802.655.6410 ext.18

The City has developed the ADA website (<https://winooski.vt.gov/ada>) that provides Title VI and ADA compliance information, and an online ADA complaint form that citizens can submit to the ADA coordinator. This information will be updated periodically.

## 3. Title II Transition Plan

### Goals and Objectives

This Transition Plan focuses on Title II and specifically on accessibility barriers and deficiencies for the City managed curb ramps and pedestrian signals within the public rights-of-way.

Title II of the ADA provides that *“no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or denied the benefits of the services, programs, or activities of public entity, or be subjected to discrimination by any such entity<sup>1</sup>.”*

The goal of this Title II Transition Plan is to identify deficiencies and develop an improvement plan to upgrade all curb ramps and pedestrian signals to meet ADA standards to provide for safe access and use of these facilities by individuals with disabilities. The plan will achieve the following:

- Identify existing physical barriers or deficiencies that limit accessibility of pedestrian signals and curb ramps for individuals with disabilities;
- Incorporate the identified facilities (pedestrian signals and curb ramps) that need improvement into the City’s Capital Improvement Plan and future transportation improvement projects;
- Describe the specific upgrades needed to make curb ramps and pedestrian signals accessible; and develop a methodology to prioritize these improvements;

This Transition Plan is a dynamic document which is required to be reviewed and updated periodically to ensure that all curb ramps and pedestrian signals in the City are accessible and meet ADA accessibility standards.

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<sup>1</sup> <https://www.ada.gov/law-and-regs/title-ii-2010-regulations/>

## 4. Identification of Barriers

Winooski proactively works to identify and evaluate accessibility barriers for pedestrians with disabilities using sidewalks and other transportation facilities. The City maintains an inventory of sidewalks, curb ramps and pedestrian signals that includes condition of the assets. This data helps the City in developing a plan to address deficiencies and remove accessibility barriers.

### Self-Evaluation

The City of Winooski installs curb ramps at all corners of an intersection, mid-block crossings and other locations where necessary for access to sidewalks and pathways. City and Chittenden County Regional Planning Commission (CCRPC) staff conducted a field survey and inventoried curb ramps and pedestrian signals in August, 2022. The team collected curb ramp condition information including ramp slope, flares, landing, detectable warning surface, approaches, and obstructions within the crosswalk leading to ramps. The data was mapped and is presented in a Geographic Information System (GIS) dashboard. The following table shows the self-evaluation checklist for curb ramps and pedestrian signals.

**Table 1: Self-Evaluation Checklist**

FACILITY COMPONENT	POSSIBLE BARRIERS
Curb Ramp	Missing, doesn't align within marked crosswalk, slope greater than 8%
Landings Along Sidewalks and Pathways	Less Than 4 feet by 4 feet, slope greater than 2%
Ramp Flares	Missing flares, slope greater than 10%
Obstruction	Obstructions in crosswalk, and leading to ramps
Discontinuities	Missing Sections, Gaps, Drops, Steps
Detectable Warning System	Missing, inappropriate materials, inadequate size, wrong location, doesn't conform to guidelines
Pedestrian signals	Lack of Provision for the visually impaired such as APS, inadequate time allowed, inoperable buttons, inaccessible buttons

The collected data was analyzed and verified with field notes, Google Street View, and checked for errors in the GIS layer. A list of curb ramps and their existing condition regarding accessibility

compliance is provided in Appendix A. The CCRPC staff developed a GIS dashboard that shows curb ramps condition ratings, and ADA compliance. The GIS dashboard is available at this location: <https://map.ccrpcvt.org/WinooskiSidewalksADA>

Winooski maintains 5 signalized intersections with pedestrian actuated signals in the City limits. The CCRPC staff conducted a field survey to evaluate accessibility barriers at the City maintained signalized intersections. A detailed evaluation of pedestrian signals regarding accessibility compliance is provided in Appendix B.

## 5. Methodology to Remove Barriers

Winooski primarily employs two methods to upgrade facilities to remove accessibility barriers for curb ramps and pedestrian signals in the public rights-of-way to meet ADA standards.

- The first method is through a scheduled paving project in the Capital Improvement Plan (CIP) which identifies and prioritizes resurface projects. Sidewalk ramps and pedestrian signals associated with these projects will be upgraded to meet current ADA accessibility requirements.
- The second method to upgrade ramps and/or pedestrian signals is through discrete projects that either the City or private developers implement. Winooski requires developers to construct facilities accessed by the public according to City standards, and as required by local regulations. Reconstructed and new sidewalk ramps and pedestrian signals are installed according to ADA standards.

### Policy and Standards to meet the Accessibility Goals

The Department of Public Works' Streets and Facilities team is responsible for maintaining and improving the City's pedestrian facilities, transportation network, buildings, and parks system. Winooski's goal is to continuously strive to provide accessible pedestrian facilities within the public rights-of-way as part of the Capital Improvement Program. Maintaining and upgrading pedestrian facilities to meet ADA standards remain a high priority for the public works team.

Winooski developed a Transportation Master Plan in 2017 that focused on identifying opportunities to enhance the existing transportation system, making connections fully multimodal and accessible, and ensuring a safe and efficient system overall. One of the policy and general recommendations of the master plan is to evaluate accessibility of the pedestrian network; conduct a pedestrian accessibility audit; and prioritize sidewalk, curb ramps, and crossing improvements to ensure all facilities are in fair or better condition and meet minimum ADA accessibility requirements<sup>2</sup>.

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<sup>2</sup> <https://studiesandreports.ccrpcvt.org/wp-content/uploads/2017/03/Winooski-TMP-Final.pdf>

Winooski responds to accessibility improvement requests within the public rights-of-way. Complaints about accessibility issues can be submitted to the City's ADA Coordinator at: <https://winooskivt.gov/ada>.

## Standards

The City of Winooski has developed and adopted Public Works Standards and Specifications that include practices and standards for all materials, design, and workmanship for construction activities in the public rights-of-way. The City of Winooski recognizes the State of Vermont Agency of Transportation (VTrans) Standard Specifications for Construction (latest edition) as a supplemental source for standards not detailed in the City of Winooski specifications. Where a conflict arises between the published standards established in the Winooski Public Works specifications and VTrans Construction specifications and other published standards, the more stringent shall apply.

The City of Winooski Public Works Standards and Specifications can be found at: <https://www.winooskivt.gov/1572/Public-Works> and VTrans Standard Specifications for Construction can be found at: <https://vtrans.vermont.gov/highway/construct-material/construct-services/pre-contractspecifications/active>. VTrans developed guidelines for pedestrian crossing treatments that crosswalks accessing sidewalks should be connected through curb ramps at both ends and meet the U.S. Access Board Public Right of Way Accessibility Guidelines (PROWAG). The VTrans pedestrian crossing treatments guidelines can be found at: <https://vtrans.vermont.gov/sites/aot/files/highway/documents/ltf/VTrans%20Ped%20Crossing%20Guide%20August%202019%20Update.pdf>

VTrans developed ADA curb ramp standard drawings which can be found at: <https://outside.vermont.gov/agency/vtrans/external/CADD/WebFiles/Downloads/Standards/English/PDF/stdc3a.pdf>

Sidewalk ramps and median islands standard drawings can be found at: <https://outside.vermont.gov/agency/vtrans/external/CADD/WebFiles/Downloads/Standards/English/PDF/stdc3b.pdf>

Winooski's Public Works Standards and Specifications, Section 5.3.6, provides minimum requirements for traffic signals including pedestrian signals and pushbuttons. Pedestrian signals shall be in accordance with Section 4E of the Manual on Uniform Traffic Control Devices (MUTCD) latest edition.

## ADA Compliance and Design Exceptions

Implementation of curb ramps and pedestrian signal improvements may require additional evaluation and design. There might also be some physical locations where it is technically infeasible to reconstruct in full compliance with ADA standards. Request for design exceptions can be submitted by private developers to the Winooski ADA coordinator when compliance with an ADA accessibility requirement at a specific site is technically infeasible, typically due to physical constraints such as steep terrain, conflicts with other laws such as to preserve threatened and endangered species, and proximity with other features such as archaeological and cultural resources sites. In such circumstances, the City and/or contractor will work to the maximum extent to address technical infeasibility or site constraints by alternate designs. The City Engineer will review the design exception request and either approves or denies based on the circumstances and site conditions. Usually, there are two types of exceptions that can be considered for not meeting ADA accessibility requirements: technical infeasibility and undue financial and administration burden.

### Other Resources:

- ADA Best Practices Tool Kit for State and Local Governments, <https://archive.ada.gov/pcatoolkit/toolkitmain.htm>
- ADA and Section 504 of the Rehabilitation Act of 1973 (504), <https://www.fhwa.dot.gov/civilrights/programs/ada/>
- ADA Accessibility Guidelines (ADAAG), <https://www.access-board.gov/adaag-1991-2002.html>
- (Proposed) Public Rights-of-way Accessibility Guidelines, <https://www.access-board.gov/prowag/>
- 2010 ADA Standards for Accessible Design, <https://www.ada.gov/law-and-regs/design-standards/2010-stds/>
- ADA Update: A Primer for State and Local Governments, <https://www.ada.gov/resources/title-ii-primer/>



## 6. Priorities for Curb Ramps and Pedestrian Signals

The City of Winooski continue to strive to identify and evaluate all areas of potential deficiencies and committed to improve accessibility by improving or replacing existing curb ramps that do not meet ADA standards. The priorities for improving curb ramps are established based upon four tiers:

1. Curb ramp improvements in response to citizen requests on missing ramps or those pose significant safety hazard and present a barrier.
2. Curb ramps improvements identified in the CIP pavement resurfacing projects.
3. Curb ramps located along sidewalk snowplow priority routes.
4. Curb ramps located in pedestrian-oriented places and adjacent to predominant land uses such as schools, public library, city offices and economic development areas.

The City is committed to replace or upgrade pedestrian signal components where necessary programmed in the traffic signal upgrade projects.

### Curb Ramps Prioritization

As mentioned in the earlier section, the CCRPC conducted a field study and inventoried curb ramps including curb ramp condition information such as ramp slope, flares, landing, detectable warning surface, approaches, and obstructions within the crosswalk leading to ramps. Based on existing curb ramps condition, a scoring system was developed to identify and prioritize curb ramps for improvements and implementation. Table 2 shows the curb ramps condition description and scoring criteria.

**Table 2: Curb Ramps Condition Description and Scoring Criteria**

Ramp Description	Condition	Score	Condition Description
Detectable Warnings Condition	New	5	Condition of detectable truncated dome plates embedded in ramp, if present
	Good	4	
	Fair	3	
	Poor	2	
	Missing	1	
Detectable Warning Presence	Yes	1	Are there detectable truncated domes/warnings?
	No	0	
Detectable Warning Compliance	Yes	1	Are the detectable warnings compliant? (24" wide, >48" long, flush with back of curb)
	No	0	
Presence of Obstruction	Yes	1	Is the ramp and/or crosswalk free from obstructions?
	No	0	
Transition - Curb and Crosswalk	Yes	3	Is the transition between ramp and crosswalk compliant? (vertical displacement <1/4", if >1/2" then critical)
	No	2	
	Critical	1	
Ramp Slope	Yes	1	Is the ramp slope compliant? (<8% grade)

	No	0	
Flare Provided	Yes	1	Does the ramp have flares?
	No	0	
Flare Slope	Yes	1	Is the flare slope compliant? (<10% grade)
	No	0	
Landing Area	Yes	1	Is the landing area compliant? (<2% slope, 4' wide in line with ramp)
	No	0	

Based on the scoring criteria, shown in Table 2, the curb ramps in good condition and in compliance with ADA requirements will score a maximum of 15 points, and curb ramps in poor condition and not in compliance will score a minimum of 2 points.

The existing curb ramps are categorized into three tiers: High-Priority, Medium-Priority and Low-Priority for implementation. The curb ramps located along first priority and second priority school routes that scored between 2 and 9 points are categorized as “High-Priority”, the curb ramps located along second priority snowplow routes and scored between 10 and 12 are categorized as “Medium-Priority”, and ramps that scored between 13 and 15 are categorized as “Low-Priority” for improvements. A detailed scoring and prioritized list of curb ramps is provided in Appendix C.

## 7. Schedule for Implementation

The City of Winooski has developed a five-year Capital Improvement Plan that include a summary list of capital projects proposed to be undertaken during each of the five years, estimated cost and proposed method of financing. The City follows same five-year schedule to upgrade or replace curb ramps those do not meet ADA requirements. The City’ Department of Public Works (DPW) periodically evaluate curb ramps condition and update the inventory with condition assessment via GIS dashboard. Subsequently, this transition plan will be updated with the latest curb ramp condition assessment.

## 8. Public Notice and Outreach

The ADA requires the City to advertise and provide an opportunity for interested persons, including individuals with disabilities or organizations representing such population to review. A copy of the Transition Plan will be made available to citizens, individuals with disabilities, other public entities via the City's website, <https://winooski.vt.gov/ada> for review and invite to provide comments and concerns during a formal review period. A formal ADA complaint form and the Transition Plan review comments form are available on the website. The formal review period started on \_\_\_\_\_, 2023 and ended \_\_\_\_\_ 2023. The City received \_\_\_\_\_ public comment forms in this period. The Transition Plan will be updated, as needed, based on the comments received.

## Appendices

- A. Curb Ramp Inventory and Condition Assessment
- B. Pedestrian Signals Inventory and Condition Assessment
- C. Curb Ramps Scoring and Prioritization

**Appendix A**  
Curb Ramp Inventory and Condition Assessment

OBJECTID	Intersection Type	Inventory Date	Number of Approaches	Detectable Warnings Condition	Obstruction	Detectable Warnings	Detectable Warnings Compliance	Transition	Ramp Slope	Flare Slope	Landing Area	Flare Present	Severe Hazards	Comments
1	3 Way	8/3/2022 17:49	1	Fair	No	Yes	Yes	Yes	No		Yes	No		
2	3 Way	8/3/2022 17:51	1	Good	No	Yes	Yes	Yes	Yes		No	No		
3	Mid Block	8/3/2022 17:54	1	Good	No	Yes	Yes	Yes	Yes	Yes	No	Yes		
4	Mid Block	8/3/2022 17:56	1	Fair	No	Yes	Yes	Yes	Yes		Yes	No		
5	Mid Block	8/4/2022 12:14	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
6	Mid Block	8/4/2022 12:17	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
7	3 Way	8/4/2022 12:20	1	Fair	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
8	3 Way	8/4/2022 12:23	1	Fair	No	Yes	Yes	Yes	Yes		No	No		
9	3 Way	8/4/2022 12:31	1	Fair	Yes	Yes	Yes	No	Yes	Yes	No	Yes		
10	3 Way	8/4/2022 12:33	1	Fair	Yes	Yes	Yes	No	Yes		Yes	No		Transition is compliant but deterioration of asphalt is causing hazard
11	3 Way	8/4/2022 12:36	1	Fair	No	Yes	No	No	No		No	No		
12	3 Way	8/4/2022 12:38	1	Good	No	Yes	No	Critical	Yes		Yes	No		Vegetation obstructing sidewalk and ramp
13	3 Way	8/4/2022 12:41	1		Yes	No		Yes	Yes		No	No		
14	3 Way	8/4/2022 12:42	2		Yes	No		Critical	Yes	Yes	No	Yes		
15	3 Way	8/4/2022 12:43	1	Fair	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
16	4 Way	8/4/2022 12:47	1		Yes	No		Yes	Yes	Yes	Yes	Yes		
17	4 Way	8/4/2022 12:48	2		Yes	No		No	Yes	No	Yes	Yes		
18	4 Way	8/4/2022 12:50	2		Yes	No		No	No	No	No	Yes		
19	4 Way	8/4/2022 12:52	1		Yes	No		Critical	Yes	Yes	No	Yes		
20	3 Way	8/4/2022 14:20	2		No	No		Yes	Yes		Yes	No		
21	3 Way	8/4/2022 14:21	2	Fair	Yes	Yes	No	No	No		No	No		
22	4 Way	8/4/2022 14:24	2		No	No		Yes	Yes		No	No		
23	4 Way	8/4/2022 14:24	2		No	No		Yes	Yes		No	No		
24	4 Way	8/4/2022 14:25	2	Good	No	Yes	Yes	No	Yes		Yes	No		
25	4 Way	8/4/2022 14:26	2	Good	No	Yes	Yes	No	Yes		Yes	No		
26	4 Way	8/4/2022 14:29	1		No	No		No	Yes	No	No	Yes		
27	4 Way	8/4/2022 14:30	1		No	No		Yes	Yes		No	No		
28	4 Way	8/4/2022 14:31	1		No	No		No	Yes	Yes	No	Yes		
29	4 Way	8/4/2022 14:32	1		Yes	No		Yes	Yes		No	No	Catch basin	
30	4 Way	8/4/2022 14:35	2		No	No		Yes	Yes	Yes	Yes	Yes		
31	4 Way	8/4/2022 14:36	2		No	No		Yes	Yes	Yes	No	Yes		
32	4 Way	8/4/2022 14:37	2		No	No		No	Yes	Yes	No	Yes		
33	4 Way	8/4/2022 14:37	2		No	No		No	Yes	Yes	No	Yes		
34	3 Way	8/4/2022 14:40	1		No	No		Yes	Yes	Yes	Yes	Yes		
35	3 Way	8/4/2022 14:41	1		No	No		No	Yes		Yes	No		
36	3 Way	8/4/2022 14:42	1		No	No		No	Yes		No	No		
37	2 Way	8/4/2022 14:44	1		No	No		No	Yes		No	No	Transition is hazard	
38	2 Way	8/4/2022 14:45	1		Yes	No		Yes	Yes		Yes	No		
39	Mid Block	8/4/2022 15:08	1		No	No		Yes	Yes	Yes	Yes	Yes		
40	Mid Block	8/4/2022 15:09	1		No	No		Yes	Yes	Yes	Yes	Yes		
41	4 Way	8/4/2022 15:11	2		Yes	No		Critical	Yes	Yes	Yes	Yes	Catch basin hazard	
42	4 Way	8/4/2022 15:12	2		Yes	No		Yes	Yes		No	No	Catch basin hazard	
43	4 Way	8/4/2022 15:14	2		Yes	No		Yes	Yes		No	No	Catch basin hazard	
44	4 Way	8/4/2022 15:14	2		Yes	No		Yes	No		Yes	No	Catch basin hazard	
45	4 Way	8/4/2022 15:17	2		No	No		Critical	Yes	No	No	Yes		
46	4 Way	8/4/2022 15:17	2		Yes	No		Yes	Yes		No	No	Catch basin hazard	
47	4 Way	8/4/2022 15:18	2		No	No		Yes	Yes		No	No		
48	4 Way	8/4/2022 15:19	2		No	No		Yes	Yes		No	No		
49	3 Way	8/4/2022 15:22	1		No	No		Yes	Yes		No	No		
50	3 Way	8/4/2022 15:22	1		No	No		Yes	Yes		No	No		
51	3 Way	8/4/2022 15:23	1		Yes	No		Yes	Yes		Yes	No	Catch basin hazard	
52	3 Way	8/4/2022 15:24	1		No	No		No	Yes		Yes	No		
53	4 Way	8/4/2022 14:19	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Asphalt eroded so the transition between the front of the curb and the street is not compliant

**Appendix A**  
Curb Ramp Inventory and Condition Assessment

OBJECTID	Intersection Type	Inventory Date	Number of Approaches	Detectable Warnings Condition	Obstruction	Detectable Warnings	Detectable Warnings Compliance	Transition	Ramp Slope	Flare Slope	Landing Area	Flare Present	Severe Hazards	Comments
54	4 Way	8/4/2022 14:22	1	Good	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes		
55	4 Way	8/4/2022 14:24	1	Good	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes		Crack present in concrete adjacent to detectable Slight (<.5") vertical displacement between
56	4 Way	8/4/2022 14:26	1	Fair	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
57	4 Way	8/4/2022 14:29	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
58	4 Way	8/4/2022 14:30	1	Good	No	Yes	Yes	No	Yes	No	Yes	Yes		
59	4 Way	8/4/2022 14:32	2	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
60	3 Way	8/4/2022 14:33	1	Poor	Yes	Yes	No	No	Yes	Yes	Yes	Yes		
61	3 Way	8/4/2022 14:37	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
62	3 Way	8/4/2022 14:40	1	Good	Yes	Yes	Yes	Critical	Yes	Yes	No	No		
63	3 Way	8/4/2022 14:41	1	Good	Yes	Yes	No	Yes	Yes	Yes	No	No		
64	4 Way	8/4/2022 14:43	1	Good	Yes	Yes	Yes	No	Yes	No	Yes	Yes		
65	4 Way	8/4/2022 14:45	2	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
66	4 Way	8/4/2022 14:47	2	Good	No	Yes	Yes	No	Yes	Yes	Yes	Yes		Manhole cover in crosswalk not level with
67	4 Way	8/4/2022 14:49	1	Good	No	Yes	Yes	No	Yes	Yes	Yes	No		
68	4 Way	8/4/2022 14:50	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
69	4 Way	8/4/2022 14:52	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
70	3 Way	8/4/2022 14:57	1	Good	Yes	Yes	Yes	No	Yes	Yes	No	Yes		
71	4 Way	8/4/2022 15:02	1		Yes	No		Yes	Yes	Yes	No	Yes		
72	4 Way	8/4/2022 15:03	2		Yes	No		Yes	Yes	Yes	No	Yes		
73	4 Way	8/4/2022 15:04	1		Yes	No		Yes	Yes	Yes	No	Yes		
74	4 Way	8/4/2022 15:06	1		Yes	No		Yes	Yes	Yes	No	Yes		
75	4 Way	8/4/2022 15:07	1		Yes	No		No	Yes	Yes	No	Yes		
76	Mid Block	8/4/2022 15:09	1		Yes	No		Yes	Yes	Yes	Yes	Yes		
77	4 Way	8/4/2022 15:11	2		Yes	No		Yes	Yes	Yes	No	Yes		
78	4 Way	8/4/2022 15:12	1		Yes	No		No	Yes	Yes	No	Yes		
79	4 Way	8/4/2022 15:13	1		No	No		Critical	Yes	Yes	Yes	No		
80	4 Way	8/4/2022 13:36	2	Good	Yes	Yes	Yes	Critical	Yes	Yes	Yes	Yes		
81	3 Way	8/8/2022 14:24	1	Good	No	Yes	Yes	No	Yes	Yes	Yes	No		
82	2 Way	8/8/2022 14:25	1	Good	No	Yes	Yes	Yes	Yes	Yes	Yes	No		
83	3 Way	8/8/2022 14:26	1	Poor	No	Yes	Yes	No	No	No	No	No		
84	2 Way	8/8/2022 14:27	1	Poor	No	Yes	Yes	No	Yes	Yes	No	No		
85	3 Way	8/8/2022 14:29	1	Poor	No	Yes	Yes	No	Yes	Yes	No	No		
86	2 Way	8/8/2022 14:30	1	Fair	No	Yes	Yes	Yes	Yes	Yes	Yes	No		
87	Mid Block	8/8/2022 14:35	2	Good	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
88	Mid Block	8/8/2022 14:36	1	Good	No	Yes	Yes	Yes	Yes	Yes	Yes	No		
89	2 Way	8/8/2022 14:37	1	Fair	No	Yes	Yes	No	Yes	Yes	No	No		
90	2 Way	8/8/2022 14:38	1	Fair	Yes	Yes	Yes	No	No	Yes	No	No		
91	Mid Block	8/8/2022 14:39	1	Good	No	Yes	Yes	Yes	Yes	Yes	No	No		
92	Mid Block	8/8/2022 14:40	1	Good	No	Yes	Yes	No	Yes	Yes	No	No		
93	Mid Block	8/8/2022 14:41	1	Good	No	Yes	Yes	No	Yes	Yes	No	No		
94	3 Way	8/8/2022 14:42	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
95	3 Way	8/8/2022 14:43	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
96	3 Way	8/8/2022 14:57	2	Good	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
97	3 Way	8/8/2022 14:58	1	Good	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
98	3 Way	8/8/2022 14:59	1	Good	No	Yes	Yes	Yes	Yes	Yes	Yes	No		
99	3 Way	8/8/2022 15:00	1	Good	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
100	3 Way	8/8/2022 15:01	1	Good	No	Yes	Yes	No	Yes	Yes	Yes	No		
101	4 Way	8/8/2022 15:02	2		Yes	No		Yes	Yes	Yes	Yes	Yes		
102	4 Way	8/8/2022 15:03	2		Yes	No		Yes	Yes	Yes	Yes	Yes		
103	4 Way	8/8/2022 15:04	2		No	No		Yes	Yes	Yes	Yes	Yes		
104	4 Way	8/8/2022 15:05	2		Yes	No		Yes	Yes	Yes	Yes	Yes		
105	4 Way	8/8/2022 15:07	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
106	4 Way	8/8/2022 15:08	1		Yes	No		Yes	Yes	Yes	Yes	Yes		
107	4 Way	8/8/2022 15:09	1	Good	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
108	4 Way	8/8/2022 15:10	1		Yes	No		Yes	Yes	Yes	No	Yes		Half detectable warning missing

**Appendix A**  
Curb Ramp Inventory and Condition Assessment

OBJECTID	Intersection Type	Inventory Date	Number of Approaches	Detectable Warnings Condition	Obstruction	Detectable Warnings	Detectable Warnings Compliance	Transition	Ramp Slope	Flare Slope	Landing Area	Flare Present	Severe Hazards	Comments
109	2 Way	8/8/2022 15:11	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
110	2 Way	8/8/2022 15:12	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
111	2 Way	8/8/2022 15:15	1	New	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
112	2 Way	8/8/2022 15:16	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
113	Mid Block	8/8/2022 15:17	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
114	2 Way	8/8/2022 15:18	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
115	Mid Block	8/8/2022 15:18	1	New	No	Yes	Yes	Yes	No		Yes	No		
116	Mid Block	8/8/2022 15:20	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
117	Mid Block	8/8/2022 15:21	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
118	Mid Block	8/8/2022 15:22	1	New	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
119	3 Way	8/8/2022 15:23	1	Good	No	Yes	Yes	Yes	No		Yes	No		
120	3 Way	8/8/2022 15:24	1	Good	No	Yes	Yes	Yes	Yes		No	No		
121	Mid Block	8/8/2022 15:25	1	Good	No	Yes	Yes	Yes	No		No	No		
122	Mid Block	8/8/2022 15:25	1	Good	No	Yes	Yes	Yes	No		No	No		
123	3 Way	8/8/2022 14:38	2		Yes	No		No	Yes	Yes	No	Yes		
124	3 Way	8/8/2022 14:39	1		Yes	No		Yes	Yes	Yes	No	Yes		
125	3 Way	8/8/2022 14:41	1		Yes	No		Yes	Yes	Yes	No	Yes		
126	4 Way	8/8/2022 14:43	2		Yes	No		No	Yes	Yes	No	Yes		
127	4 Way	8/8/2022 14:45	2		Yes	No		Yes	Yes	Yes	No	Yes		
128	4 Way	8/8/2022 14:46	2		No	No		Yes	Yes	Yes	No	Yes		
129	4 Way	8/8/2022 14:47	2		Yes	No		Yes	Yes	Yes	No	Yes		
130	4 Way	8/8/2022 14:49	1		Yes	No		Yes	Yes	Yes	No	Yes		
131	4 Way	8/8/2022 14:50	1		Yes	No		Yes	Yes	Yes	No	Yes		
132	4 Way	8/8/2022 14:51	1		Yes	No		Yes	Yes	Yes	No	Yes		
133	4 Way	8/8/2022 14:53	1		Yes	No		Yes	Yes	Yes	Yes	Yes		Flare present only on north side of ramp, vegetation growing between ramp and crosswalk-
134	3 Way	8/8/2022 14:59	1	Good	No	Yes	Yes	Yes	Yes	Yes	No	Yes		
135	3 Way	8/8/2022 15:01	1	Good	Yes	Yes	Yes	Yes	Yes		No	No		
136	4 Way	8/8/2022 15:04	1	Good	Yes	Yes	Yes	Critical	Yes	Yes	No	Yes		
137	4 Way	8/8/2022 15:06	1	Good	No	Yes	Yes	Yes	Yes	Yes	No	Yes		Flare only present on east/north side of ramp
138	3 Way	8/8/2022 15:09	1	Good	Yes	Yes	No	No	Yes		Yes	No		
139	3 Way	8/8/2022 15:10	1	Good	Yes	Yes	Yes	Yes	Yes		No	No		
140	3 Way	8/8/2022 15:12	1	Good	Yes	Yes	Yes	Critical	Yes		Yes	No		
141	3 Way	8/8/2022 15:14	1	Good	No	Yes	Yes	No	Yes		Yes	No		Vegetation growing into ramp path
142	3 Way	8/8/2022 15:16	1		Yes	No		Yes	Yes		Yes	No		
143	3 Way	8/8/2022 15:21	1	Good	Yes	Yes	Yes	No	Yes		No	No		Sidewalk condition could be hazardous
144	3 Way	8/8/2022 15:23	1	Fair	No	Yes	Yes	Critical	Yes		No	No		
145	2 Way	8/8/2022 15:25	1	Fair	Yes	Yes	No	No	Yes		No	No		
146	2 Way	8/8/2022 15:26	1	Good	Yes	Yes	Yes	No	Yes		Yes	No		
147	4 Way	8/8/2022 15:31	1		Yes	No		Yes	Yes		Yes	No		
148	3 Way	8/8/2022 15:33	1		Yes	No		Critical	Yes		Yes	No		
149	3 Way	8/8/2022 15:35	1		Yes	No		Critical	Yes	Yes	Yes	Yes		
150	4 Way	8/8/2022 15:40	1		Yes	No		Critical	Yes		Yes	No		
151	4 Way	8/8/2022 15:41	1		Yes	No		Critical	Yes		Yes	No		
152	3 Way	8/8/2022 15:43	1		Yes	No		No	Yes		Yes	No		
153	3 Way	8/8/2022 15:44	1		No	No		Yes	Yes		No	No		
154	4 Way	8/8/2022 15:48	1		Yes	No		Yes	Yes		Yes	No		
155	4 Way	8/8/2022 15:49	2		Yes	No		Yes	Yes	Yes	No	Yes		
156	4 Way	8/8/2022 15:51	1		Yes	No		No	No		Yes	No		
157	4 Way	8/8/2022 15:53	1		Yes	No		No	Yes		Yes	No		
158	4 Way	8/8/2022 15:55	1		Yes	No		Yes	Yes	Yes	Yes	Yes		
159	4 Way	8/8/2022 15:57	1		Yes	No		No	Yes	Yes	Yes	Yes		Flare only present on south side of ramp
160	4 Way	8/8/2022 15:58	1		Yes	No		Critical	Yes		Yes	No		Flare only present on east side of ramp
161	3 Way	8/8/2022 16:00	1		Yes	No		No	Yes		Yes	No		
162	3 Way	8/8/2022 16:02	1		No	No		No	Yes		No	No		

**Appendix A**  
Curb Ramp Inventory and Condition Assessment

OBJECTID	Intersection Type	Inventory Date	Number of Approaches	Detectable Warnings Condition	Obstruction	Detectable Warnings	Detectable Warnings Compliance	Transition	Ramp Slope	Flare Slope	Landing Area	Flare Present	Severe Hazards	Comments
163	3 Way	8/8/2022 16:03	1		Yes	No		No	Yes		Yes	No		
164	3 Way	8/8/2022 16:05	1		No	No		Critical	Yes	Yes	No	Yes		Flare only present on south side of ramp. Pothole
165	3 Way	8/8/2022 16:08	1		Yes	No		No	Yes	Yes	No	Yes		Flare only present on west side of ramp
166	3 Way	8/8/2022 16:11	1		No	No		Critical	Yes		Yes	No	Ramp cracked and overtaken by	
167	3 Way	8/8/2022 16:13	1		Yes	No		Yes	Yes	Yes	Yes	Yes		Sidewalk in poor condition and may be hazardous
168	3 Way	8/8/2022 16:14	1		Yes	No		Critical	Yes		Yes	No		
169	3 Way	8/8/2022 16:17	1		Yes	No		No	Yes		Yes	No		
170	4 Way	8/8/2022 16:26	1		Yes	No		Yes	Yes		No	No		
171	4 Way	8/8/2022 16:27	1		No	No		Critical	Yes		No	No		
172	3 Way	8/8/2022 16:30	1	Fair	Yes	Yes	Yes	Yes	Yes		Yes	No		Vegetation covering some of the detectable
173	Mid Block	8/8/2022 16:32	1	Fair	Yes	Yes	Yes	Critical	Yes		Yes	No		No ramp, the curb drops off to the street (may be fixed with later construction). Detectable warning
174	Mid Block	8/8/2022 16:34	1	Fair	Yes	Yes	Yes	Critical	Yes		Yes	No		No ramp, the curb drops off to the street (may be fixed with later construction). Detectable warning
175	Mid Block	8/8/2022 16:37	1	Good	Yes	Yes	Yes	Critical	Yes		Yes	No		No ramp, the curb drops off to the street (may be fixed with later construction). Detectable warning
176	Mid Block	8/8/2022 16:39	1	Good	Yes	Yes	Yes	No	Yes		Yes	No		Transition may be fixed with continuation of
177	Mid Block	8/8/2022 16:43	1	Good	Yes	Yes	Yes	No	Yes		Yes	No		Transition may be fixed with continuation of
178	3 Way	8/8/2022 16:44	1	Good		Yes	Yes	No	Yes		Yes	No		Transition may be fixed with continuation of
179	3 Way	8/8/2022 16:45	1	Good	Yes	Yes	No	No	Yes		Yes	No		Transition may be fixed with continuation of
180	3 Way	8/8/2022 16:50	2	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Transition may be fixed with continuation of
181	3 Way	8/8/2022 16:51	2	Good	Yes	Yes	Yes	No	Yes		No	No		Transition may be fixed with continuation of
182	3 Way	8/8/2022 17:51	1	Good	No	Yes	Yes	Yes	No		No	No		
183	3 Way	8/8/2022 17:54	2	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
184	3 Way	8/8/2022 17:55	1	Good	Yes	Yes	Yes	Yes	Yes		Yes	No		
185	3 Way	8/8/2022 17:57	1	Good	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes		
186	3 Way	8/8/2022 17:59	1	Good	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes		
187	4 Way	8/8/2022 18:02	1	Fair	No	Yes	Yes	Yes	Yes	Yes	No	Yes		Vegetation overgrowth. Catch basin in path of
188	4 Way	8/8/2022 18:05	1		No	No		No	No		No	No	Area around sewer drain in crosswalk has vertical displacement Utility pole in ramp area	No curb
189	4 Way	8/8/2022 18:08	2		No	No		Critical	Yes		No	No		
190	4 Way	8/8/2022 18:15	1		Yes	No		Yes	Yes	Yes	No	Yes		
191	4 Way	8/8/2022 18:16	2		No	No		Yes	Yes	Yes	No	Yes		
192	4 Way	8/8/2022 18:18	1		No	No		No	Yes	Yes	No	Yes		
193	3 Way	8/8/2022 18:23	1		No	No		Yes	Yes	Yes	No	Yes		
194	3 Way	8/8/2022 18:24	1		Yes	No		No	Yes	Yes	No	Yes		Vegetation overgrowth lacks landing area
195	3 Way	8/8/2022 18:30	1		Yes	No		Yes	Yes	Yes	No	Yes		
196	3 Way	8/8/2022 18:31	1		Yes	No		Yes	Yes		No	No		
197	4 Way	8/8/2022 18:34	2	Good	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
198	4 Way	8/8/2022 18:35	1	Good	Yes	Yes	No	Yes	Yes		Yes	No		
199	4 Way	8/8/2022 18:36	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
200	4 Way	8/8/2022 18:39	2		Yes	No		No	Yes	Yes	No	Yes		
201	4 Way	8/8/2022 18:41	1		No	No		No	Yes		No	No		
202	4 Way	8/8/2022 18:42	1		Yes	No		Yes	No	No	No	Yes		
203	4 Way	8/8/2022 18:46	1		Yes	No		Critical	Yes	Yes	No	Yes	Crosswalk surface uneven	
204	4 Way	8/8/2022 18:48	2		No	No		No	Yes	No	No	Yes		
205	4 Way	8/8/2022 18:51	1		No	No		No	Yes		No	No		
206	4 Way	8/8/2022 18:54	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
207	4 Way	8/8/2022 18:55	2	Good	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
208	4 Way	8/8/2022 18:56	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
209	3 Way	8/8/2022 19:05	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes		
210	3 Way	8/8/2022 19:06	1		Yes	No		Yes	Yes		No	No		
211	4 Way	8/8/2022 17:55	2		Yes	No		No	No		No	No		
212	4 Way	8/8/2022 17:57	1		No	No		No	No		Yes	No		
213	4 Way	8/8/2022 17:58	1		No	No		Yes	Yes		No	No		



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214	Mid Block	8/8/2022 17:59	1		No	No		Yes	Yes	Yes	No	Yes		
215	3 Way	8/8/2022 18:01	1		No	No		Yes	Yes	Yes	No	Yes		
216	Mid Block	8/8/2022 18:02	1		No	No		Yes	Yes	Yes	No	Yes		
217	3 Way	8/8/2022 18:03	1		No	No		Yes	Yes		Yes	No		
218	4 Way	8/8/2022 18:12	1		Yes	No		Yes	No		No	No		
219	4 Way	8/8/2022 18:13	1		Yes	No		Yes	Yes		Yes	No		
220	Mid Block	8/8/2022 18:15	1	Good	Yes	Yes	Yes	Yes	Yes		Yes	No		
221	Mid Block	8/8/2022 18:15	1	Good	Yes	Yes	Yes	Yes	Yes		Yes	No		
222	3 Way	8/8/2022 18:18	1		Yes	No		Yes	Yes		No	No		
223	3 Way	8/8/2022 18:20	1		No	No		No	Yes	Yes	No	Yes		
224	4 Way	8/8/2022 18:24	2		Yes	No		Yes	Yes		No	No		
225	4 Way	8/8/2022 18:25	2		Yes	No		Yes	Yes		No	No		
226	4 Way	8/8/2022 18:25	2		Yes	No		Yes	Yes		No	No		Grate in crosswalk
227	4 Way	8/8/2022 18:26	2		Yes	No		Yes	Yes		No	No		Grate in crosswalk
228	4 Way	8/8/2022 18:34	1		Yes	No		Yes	Yes		No	No		
229	4 Way	8/8/2022 18:35	1		No	No		Yes	Yes		Yes	No		Utility pole in ramp
230	3 Way	8/8/2022 18:39	1		Yes	No		Yes	Yes		No	No		
231	3 Way	8/8/2022 18:40	1		Yes	No		Yes	Yes		Yes	No		
232	4 Way	8/8/2022 19:02	1		No	No		Yes	No		Yes	No		Grate in crosswalk
233	4 Way	8/8/2022 19:03	1		Yes	No		Yes	Yes		No	No		
234	4 way	8/8/2022 19:06	1		Yes	No		No	Yes		Yes	No		
235	4 Way	8/8/2022 19:07	2		Yes	No		Yes	Yes		No	No		
236	4 Way	8/8/2022 19:08	1		Yes	No		Yes	No		Yes	No		
237	Mid Block	8/9/2022 17:26	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
238	Mid Block	8/9/2022 17:27	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
239	Mid Block	8/9/2022 17:28	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
240	Mid Block	8/9/2022 17:29	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
241	Mid Block	8/9/2022 17:31	1	Poor	Yes	Yes	No	No	Yes	Yes	Yes	Yes		
242	Mid Block	8/9/2022 17:33	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
243	4 Way	8/9/2022 17:34	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
244	4 Way	8/9/2022 17:36	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
245	4 Way	8/9/2022 17:37	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
246	4 Way	8/9/2022 17:38	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
247	4 Way	8/9/2022 17:39	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
248	Mid Block	8/9/2022 17:41	1	Poor	Yes	Yes	No	No	Yes	Yes	Yes	Yes		
249	Mid Block	8/9/2022 17:42	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
250	4 Way	8/9/2022 17:44	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
251	4 Way	8/9/2022 17:46	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
252	4 Way	8/9/2022 17:47	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
253	4 Way	8/9/2022 17:48	1	Good	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Flare only on eastern side of ramp
254	4 Way	8/9/2022 17:51	1	Good	Yes	Yes	Yes	Yes	No	No	No	Yes		
255	4 Way	8/9/2022 17:53	1	Good	Yes	Yes	Yes	No	Yes	No	No	Yes		
256	4 Way	8/9/2022 17:54	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
257	4 Way	8/9/2022 17:56	2	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		
258	4 Way	8/9/2022 17:58	1	Good	Yes	Yes	Yes	No	Yes		No	No		
259	4 Way	8/9/2022 17:58	1	Good	No	Yes	Yes	No	Yes		No	No		
260	4 Way	8/9/2022 18:00	1	Good	Yes	Yes	Yes	Yes	Yes	No	No	Yes		Flare only present on eastern side
261	4 Way	8/9/2022 18:01	1	Good	Yes	Yes	Yes	No	Yes	No	No	Yes		
262	3 Way	8/9/2022 18:03	1	Good	Yes	Yes	Yes	No	No	No	No	Yes		Flare only present on eastern side
263	3 Way	8/9/2022 18:04	1	Good	Yes	Yes	Yes	Yes	No	No	No	Yes		Flare only present on eastern side
264	4 Way	8/9/2022 18:06	1	Good	Yes	Yes	Yes	No	Yes	No	Yes	Yes		Transition may be fixed with continuation of
265	4 Way	8/9/2022 18:08	1	Good	Yes	Yes	Yes	Critical	Yes	Yes	Yes	Yes		Transition may be fixed with continuation of
266	4 Way	8/9/2022 18:10	1	Good	Yes	Yes	Yes	Critical	Yes	Yes	Yes	Yes		Transition may be fixed with continuation of
267	4 Way	8/9/2022 18:11	1	Good	Yes	Yes	No	No	Yes	Yes	Yes	Yes		Transition may be fixed with continuation of
268	4 Way	8/9/2022 18:12	1	Good	Yes	Yes	Yes	Critical	Yes	Yes	Yes	Yes		Transition may be fixed with continuation of

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269	4 Way	8/9/2022 18:14	1	Good	Yes	Yes	Yes	Critical	Yes	Yes	No	Yes		Transition may be fixed with continuation of
270	3 Way	8/9/2022 18:49	0		No	No		No	Yes	Yes	No	Yes		
271	3 Way	8/9/2022 18:51	1		Yes	No		Yes	Yes		No	No		Grate in crosswalk not ADA compliant
272	3 Way	8/9/2022 18:52	2		No	No		Critical	Yes		No	No		
273	3 Way	8/9/2022 18:54	1		Yes	No		Yes	Yes	Yes	No	Yes		
274	3 Way	8/9/2022 18:56	2		Yes	No		Critical	Yes		No	No		
275	3 Way	8/9/2022 18:56	1		Yes	No		Critical	Yes		No	No		
276	4 Way	8/16/2022 11:43	1		Yes	No		Yes	Yes	Yes	No	Yes		Flare only present on western side
277	4 Way	8/16/2022 11:44	2		Yes	No		No	Yes	Yes	No	Yes		Flare only present on western side
278	4 Way	8/16/2022 11:45	1		No	No		Yes	Yes	Yes	No	Yes		Grate in road hazardous
279	3 Way	8/16/2022 11:49	1		No	No		No	Yes	Yes	No	Yes		Grate in crosswalk not compliant Grate in crosswalk not compliant. Flare only present on western side
280	3 Way	8/16/2022 11:51	1		No	No		Yes	Yes	Yes	No	Yes		
281	4 Way	8/16/2022 11:55	2	Good	No	Yes	Yes	Yes	Yes	Yes	No	Yes		
282	4 Way	8/16/2022 11:56	1	Good	Yes	Yes	Yes	No	Yes	Yes	No	Yes		
283	4 Way	8/16/2022 11:57	1	Fair	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Flare only present on north side
284	4 Way	8/16/2022 12:00	2	Good	No	Yes	No	Yes	Yes	Yes	No	Yes		
285	4 Way	8/16/2022 12:01	2	Missing	Yes	Yes	No	Yes	Yes	Yes	No	Yes		
286	3 Way	8/16/2022 12:06	1	Fair	Yes	Yes	Yes	Critical	Yes	Yes	No	Yes		Detectable warning worn down. Flare only present
287	3 Way	8/16/2022 12:07	2	Fair	Yes	Yes	Yes	Critical	Yes		No	No		
288	3 Way	8/16/2022 12:15	1	Fair	Yes	Yes	Yes	Critical	Yes		Yes	No		
289	3 Way	8/16/2022 12:16	2	Fair	Yes	Yes	Yes	No	Yes		No	No		
290	4 Way	8/16/2022 12:18	2		Yes			No	No	Yes	No	Yes		Flare only present on west side
291	4 Way	8/16/2022 12:19	1		Yes	No		No	Yes		No	No		
292	4 Way	8/16/2022 12:20	1		Yes	No		No	Yes		No	No		
293	4 Way	8/16/2022 12:21	2		Yes	No		Critical	No	Yes	No	Yes		Flare only present on south side
294	4 Way	8/16/2022 12:22	2		Yes	No		No	Yes	Yes	No	Yes		
295	3 Way	8/16/2022 12:26	1	Good	Yes	Yes	Yes	Yes	Yes		Yes	No		
296	3 Way	8/16/2022 12:27	1	Fair	Yes	Yes	Yes	Yes	Yes		Yes	No		
297	3 Way	8/16/2022 12:28	2	Fair	Yes	Yes	No	No	Yes		No	No		
298	Mid Block	8/16/2022 12:30	1	Good	Yes	Yes	Yes	No	No		Yes	No		
299	3 Way	8/16/2022 12:33	1	Fair	Yes	Yes	Yes	No	Yes		No	No		
300	3 Way	8/16/2022 12:34	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Flare only present on east side
301	3 Way	8/16/2022 12:37	1	Fair	Yes	Yes	Yes	No	Yes		No	No		
302	3 Way	8/16/2022 12:38	1	Fair	Yes	Yes	Yes	No	Yes		Yes	No		
303	3 Way	8/16/2022 12:40	1	Fair	Yes	Yes	Yes	No	Yes		No	No		
304	3 Way	8/16/2022 12:41	2	Poor	Yes	Yes	No	Critical	Yes	Yes	No	Yes		
305	3 Way	8/16/2022 12:48	1		Yes	No		No	Yes		No	No		
306	3 Way	8/16/2022 12:49	2		No	No		Yes	Yes		No	No		
307	3 Way	8/16/2022 12:50	1		Yes	No		Yes	Yes		Yes	No		
308	3 Way	8/16/2022 12:51	1	Good	Yes	Yes	Yes	Critical	Yes	Yes	Yes	Yes		
309	3 Way	8/16/2022 12:52	2		No	No		Critical	Yes		No	No		Storm drain obstructing crosswalk/ not compliant
310	3 Way	8/16/2022 12:54	1		Yes	No		No	Yes		No	No		
311	3 Way	8/9/2022 18:25	1	Good	Yes	Yes	Yes	No	Yes		No	No		Transition may be fixed with continuation of
312	Mid Block	8/9/2022 18:28	1	Good	Yes	Yes	Yes	No	Yes		Yes	No		Transition may be fixed with continuation of
313	Mid Block	8/9/2022 18:30	1	Good	Yes	Yes	Yes	No	Yes		Yes	No		Transition may be fixed with continuation of
314	Mid Block	8/9/2022 18:31	1	Good	Yes	Yes	Yes	No	Yes		Yes	No		Transition may be fixed with continuation of
315	Mid Block	8/9/2022 18:33	1	Good	Yes	Yes	Yes	Critical	Yes		Yes	No		Transition may be fixed with continuation of
316	Mid Block	8/9/2022 18:34	1	Good	No	Yes	Yes	No	Yes		No	No		Transition may be fixed with continuation of
317	Mid Block	8/9/2022 18:36	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Transition may be fixed with continuation of construction. Flare only present on eastern side.
318	3 Way	8/9/2022 18:37	1	Good	Yes	Yes	Yes	Critical	Yes		Yes	No		Transition may be fixed with continuation of
319	3 Way	8/9/2022 18:38	1	Good	Yes	Yes	Yes	No	Yes		Yes	No		Transition may be fixed with continuation of
320	3 Way	8/16/2022 11:23	1	Good	Yes	Yes	Yes	No	Yes	Yes	No	Yes		Transition may be fixed with continuation of
321	3 Way	8/16/2022 11:25	1	Good	Yes	Yes	No	Critical	Yes		No	No		Transition may be fixed with continuation of

**Appendix A**  
Curb Ramp Inventory and Condition Assessment

OBJECTID	Intersection Type	Inventory Date	Number of Approaches	Detectable Warnings Condition	Obstruction	Detectable Warnings	Detectable Warnings Compliance	Transition	Ramp Slope	Flare Slope	Landing Area	Flare Present	Severe Hazards	Comments
322	3 Way	8/16/2022 11:28	1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Transition may be fixed with continuation of
323	3 Way		1	Good	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes		Transition may be fixed with continuation of
324	3 Way	8/16/2022 11:36	1		No	No		No	Yes		Yes	No		Last panel of sidewalk absent, but looks like there used to be a ramp

## Appendix B

### Pedestrian Signals Inventory at signalized intersections

#### Condition Assessment

Observers: Sai Sarepalli, Chris Dubin

Date: 10/27/2022

<b>Intersection: Union Street and Mallets Bay – All-Way STOP Control with Red Flashing Light</b>	
NE Corner	<ul style="list-style-type: none"><li>• Ledging at the curb face</li><li>• No landing area</li><li>• No detectable warning domes</li><li>• Steep grade from north</li></ul>
NW Corner	<ul style="list-style-type: none"><li>• Ledging at the curb face</li><li>• Steep grade along ramp</li><li>• No landing area</li><li>• Curb cut does not extend full width of crosswalk</li><li>• No detectable warning domes</li></ul>
SW Corner	<ul style="list-style-type: none"><li>• No landing area</li><li>• Steep grade ramp</li><li>• No detectable warning domes</li></ul>
SE Corner	<ul style="list-style-type: none"><li>• Ledging at curb face</li><li>• No detectable warning domes</li></ul>
<b>Intersection: Main Street and Tigan Street – Signalized</b>	
NE Corner	<ul style="list-style-type: none"><li>• No level landing area</li><li>• No approach wings/flares</li><li>• No count down timer</li><li>• Steep grade from north</li></ul>
NW Corner	<ul style="list-style-type: none"><li>• Push buttons for two directions are located on same pole. No separation for push buttons</li><li>• No speech equipment to indicate crossing direction</li><li>• No audible device</li><li>• No landing area</li><li>• Curb ledging</li><li>• Vegetation obstructing walk sign</li></ul>
SW Corner	<ul style="list-style-type: none"><li>• Outdated push button – does not meet current standards</li><li>• No audible device</li><li>• Curb ledging</li><li>• Detectable warning domes are worn out</li><li>• No count down timer</li></ul>
<b>Intersection: Main Street and Spring Street - Signalized</b>	
NW Corner	<ul style="list-style-type: none"><li>• No audible device</li><li>• No count down timer</li><li>• Outdated ped signal head</li><li>• Exclusive ped phase</li></ul>

SW Corner	<ul style="list-style-type: none"> <li>• No audible device</li> <li>• Vegetation on detectable warning domes</li> <li>• Outdated ped signal head</li> <li>• Curb cut does not cover full width of crosswalk</li> </ul>
SE Corner	<ul style="list-style-type: none"> <li>• Curb cut does not cover full width of crosswalk</li> <li>• No audible device</li> </ul>
<b>Intersection: VT 15 and Abenaki Way near CCVT – Signalized – Surveyed on 05/25/2023</b>	
All four corners	<ul style="list-style-type: none"> <li>• New pedestrian push buttons, signal heads with audible devices and count down timer devices</li> <li>• New detectable warning surfaces at all ped signal locations</li> </ul>

**Appendix C**  
**Prioritized List of Curb Ramps**

FID	INT_TYPE	INV_Date	Num_Ent	Detec_W	Det_Condit	Obst_Pre	Detect_W	Det_Warn	Detect_W	Det_War	Trans_co	Ramp_Slo	RampSlp	Flare_Slo	Flare_Slp	Land_Are	Land_area	Flare_Pre	Severe_Haz	Comments	Score	PlowPriori	Priority-Level		
0	3 Way	2022-08-03	1	Fair	2	No	1	Yes	1	Yes	1	Yes	3	No	0	Yes	1	No			9		Low		
1	3 Way	2022-08-03	1	Good	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	No	0	No	0		12		Med		
2	Mid Block	2022-08-03	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1	13		Low	
3	Mid Block	2022-08-03	1	Fair	2	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1	10		Med	
4	Mid Block	2022-08-04	1	Good	4	Yes	Yes	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1	12		Med
5	Mid Block	2022-08-04	1	Good	4	Yes	Yes	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1	12		Med
6	3 Way	2022-08-04	1	Fair	2	Yes	Yes	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1	10		Med
7	3 Way	2022-08-04	1	Fair	2	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	No	0	9		Low	
8	3 Way	2022-08-04	1	Fair	2	Yes	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No	0	Yes	1	1	9	Main Arteries - 1st Priority	High	
9	3 Way	2022-08-04	1	Fair	2	Yes	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes	1	No	0	Yes	8	Main Arteries - 1st Priority	High	
10	3 Way	2022-08-04	1	Fair	2	No	1	Yes	1	No	0	No	2	No	0	No	0	No	0	0	6	Main Arteries - 1st Priority	High		
11	3 Way	2022-08-04	1	Good	4	No	1	Yes	1	No	0	Critical	1	Yes	1	Yes	1	No	0	0	9	Vegetation obstructing sidewalk and ramp	Main Arteries - 1st Priority	High	
12	3 Way	2022-08-04	1			Yes	0	No	0		Yes	3	Yes	1		No	0	No	0	0	4	Main Arteries - 1st Priority	High		
13	3 Way	2022-08-04	2			Yes	0	No	0		Critical	1	Yes	1	Yes	1	No	0	Yes	1	4	Main Arteries - 1st Priority	High		
14	3 Way	2022-08-04	1	Fair	2	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1	10	Main Arteries - 1st Priority	Med	
15	4 Way	2022-08-04	1			Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	1	6	Main Arteries - 1st Priority	High		
16	4 Way	2022-08-04	2			Yes	0	No	0		No	2	Yes	1	No	0	Yes	1	Yes	1	4	Main Arteries - 1st Priority	High		
17	4 Way	2022-08-04	2			Yes	0	No	0		No	2	No	0	No	0	Yes	1	1	3	Main Arteries - 1st Priority	High			
18	4 Way	2022-08-04	1			Yes	0	No	0		Critical	1	Yes	1	Yes	1	No	0	Yes	1	4	Main Arteries - 1st Priority	High		
19	3 Way	2022-08-04	2			No	1	No	0		Yes	3	Yes	1		Yes	1	No		6	School Route West - 2nd Pri	High			
20	3 Way	2022-08-04	2	Fair	2	Yes	0	Yes	1	No	0	No	2	No	0	No	0	No	0	0	5	School Route West - 2nd Pri	High		
21	4 Way	2022-08-04	2			No	1	No	0		Yes	3	Yes	1		No	0	No	0	0	5	School Route West - 2nd Pri	High		
22	4 Way	2022-08-04	2			No	1	No	0		Yes	3	Yes	1		No	0	No	0	0	5	School Route West - 2nd Pri	High		
23	4 Way	2022-08-04	2	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No	0	0	11	School Route West - 2nd Pri	Med		
24	4 Way	2022-08-04	2	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No	0	0	11	School Route West - 2nd Pri	Med		
25	4 Way	2022-08-04	1			No	1	No	0		No	2	Yes	1	No	0	Yes	1	1	5	School Route West - 2nd Pri	High			
26	4 Way	2022-08-04	1			No	1	No	0		Yes	3	Yes	1		No	0	No	0	5	School Route West - 2nd Pri	High			
27	4 Way	2022-08-04	1			No	1	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1	6	School Route West - 2nd Pri	High		
28	4 Way	2022-08-04	1			Yes	0	No	0		Yes	3	Yes	1		No	0	No	0	Catch basin	4	School Route West - 2nd Pri	High		
29	4 Way	2022-08-04	2			No	1	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	7	Main Arteries - 1st Priority	High			
30	4 Way	2022-08-04	2			No	1	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1	7	Main Arteries - 1st Priority	High		
31	4 Way	2022-08-04	2			No	1	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1	6	Main Arteries - 1st Priority	High		
32	4 Way	2022-08-04	2			No	1	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1	6	Main Arteries - 1st Priority	High		
33	3 Way	2022-08-04	1			No	1	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	7	School Route West - 2nd Pri	High			
34	3 Way	2022-08-04	1			No	1	No	0		No	2	Yes	1		Yes	1	No		5	School Route West - 2nd Pri	High			
35	3 Way	2022-08-04	1			No	1	No	0		No	2	Yes	1		No	0	No	0	4	School Route West - 2nd Pri	High			
36	2 Way	2022-08-04	1			No	1	No	0		No	2	Yes	1		No	0	No	0	Transition is hazard	4	School Route West - 2nd Pri	High		
37	2 Way	2022-08-04	1			Yes	0	No	0		Yes	3	Yes	1		Yes	1	No		5	School Route West - 2nd Pri	High			
38	Mid Block	2022-08-04	1			No	1	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	7	School Route West - 2nd Pri	High			
39	Mid Block	2022-08-04	1			No	1	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	7	School Route West - 2nd Pri	High			
40	4 Way	2022-08-04	2			Yes	0	No	0		Critical	1	Yes	1	Yes	1	Yes	1	Yes	Catch basin hazard	4	School Route West - 2nd Pri	High		
41	4 Way	2022-08-04	2			Yes	0	No	0		Yes	3	Yes	1		No	0	No	0	Catch basin hazard	4	School Route West - 2nd Pri	High		
42	4 Way	2022-08-04	2			Yes	0	No	0		Yes	3	Yes	1		No	0	No	0	Catch basin hazard	4	School Route West - 2nd Pri	High		
43	4 Way	2022-08-04	2			Yes	0	No	0		Yes	3	No	0		Yes	1	No		Catch basin hazard	4	School Route West - 2nd Pri	High		
44	4 Way	2022-08-04	2			No	1	No	0		Critical	1	Yes	1	No	0	Yes	1	1	4	Main Arteries - 1st Priority	High			
45	4 Way	2022-08-04	2			Yes	0	No	0		Yes	3	Yes	1		No	0	No	0	Catch basin hazard	4	Main Arteries - 1st Priority	High		
46	4 Way	2022-08-04	2			No	1	No	0		Yes	3	Yes	1		No	0	No	0	5	Main Arteries - 1st Priority	High			
47	4 Way	2022-08-04	2			No	1	No	0		Yes	3	Yes	1		No	0	No	0	5	Main Arteries - 1st Priority	High			
48	3 Way	2022-08-04	1			No	1	No	0		Yes	3	Yes	1		No	0	No	0	5	School Route West - 2nd Pri	High			
49	3 Way	2022-08-04	1			No	1	No	0		Yes	3	Yes	1		No	0	No	0	5	School Route West - 2nd Pri	High			
50	3 Way	2022-08-04	1			Yes	0	No	0		Yes	3	Yes	1		Yes	1	No		Catch basin hazard	5	School Route West - 2nd Pri	High		
51	3 Way	2022-08-04	1			No	1	No	0		No	2	Yes	1		Yes	1	No		5	School Route West - 2nd Pri	High			
52	4 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes		Asphalt eroded so the transition between the front	11	Association Walks	Med		
53	4 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	No	0	Yes	1	Yes	11	Association Walks	Med		
54	4 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	No	0	Yes	1	Yes	11	Association Walks	Med		
55	4 Way	2022-08-04	1	Fair	2	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1	Yes	10	Association Walks	Med		
56	4 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1	Yes	12	Association Walks	Med		
57	4 Way	2022-08-04	1	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	No	0	Yes	1	Yes	11	Association Walks	Med		
58	4 Way	2022-08-04	2	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes	1	Yes	11	Association Walks	Med		
59	3 Way	2022-08-04	1	Poor	1	Yes	0	Yes	1	No	0	No	2	Yes	1	Yes	1	Yes	1	Yes	7	Association Walks	Low		
60	3 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1	12	Association Walks	Med	
61	3 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1		No	0	No	0	8	Association Walks	Low		
62	3 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	No	0	Yes	3	Yes	1		No	0	No	0	9	Association Walks	Low		
63	4 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	Yes	1	Yes	10	Association Walks	Med		
64	4 Way	2022-08-04	2	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes	1	Yes	11	Association Walks	Med		
65	4 Way	2022-08-04	2	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes	1	Yes	12	Manhole cover in crosswalk not level with roadway	Downtown Walks - Ricky	Med	
66	4 Way	2022-08-04	1	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1		Yes	1	No		11	Downtown Walks - Ricky	Med		
67	4 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes	1	Yes	11	Downtown Walks - Ricky	Med		
68	4 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes	1	Yes	11	Association Walks	Med		
69	3 Way	2022-08-04	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No	0	Yes	1	11	Main Arteries - 1st Priority	Med	
70	4 Way	2022-08-04	1			Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1	6	Main Arteries - 1st Priority	High		

**Appendix C**  
**Prioritized List of Curb Ramps**

FID	INT_TYPE	INV_Date	Num_Ent	Detec_W	Det_Condit	Obst_Pre	Detect_W	Det_Warn	Detect_W	Det_War	Trans_co	Ramp_Slo	RampSlp	Flare_Slo	Flare_Slp	Land_Are	Land_area	Flare_Pre	Severe_Haz	Comments	Score	PlowPriori	Priority-Level		
71	4 Way	2022-08-04	2		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
72	4 Way	2022-08-04	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
73	4 Way	2022-08-04	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
74	4 Way	2022-08-04	1		Yes	0	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		5	Main Arteries - 1st Priority	High		
75	Mid Block	2022-08-04	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	1		6	Main Arteries - 1st Priority	High		
76	4 Way	2022-08-04	2		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
77	4 Way	2022-08-04	1		Yes	0	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		5	Main Arteries - 1st Priority	High		
78	4 Way	2022-08-04	1		No	1	No	0		Critical	1	Yes	1		Yes	1	No				4	Main Arteries - 1st Priority	High		
79	4 Way	2022-08-04	2	Good	4	Yes	0	Yes	1	Yes	1	Yes	1	Yes	1	Yes	1	Yes	1		10	Downtown Walks - Ricky	Med		
80	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	1		Yes	1	No				11	Main Arteries - 1st Priority	Med		
81	2 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No			12	Main Arteries - 1st Priority	Med		
82	3 Way	2022-08-08	1	Poor	1	No	1	Yes	1	Yes	1	No	2	No	0	No	0	No	0		6	Main Arteries - 1st Priority	High		
83	2 Way	2022-08-08	1	Poor	1	No	1	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		7	Main Arteries - 1st Priority	High		
84	3 Way	2022-08-08	1	Poor	1	No	1	Yes	1		No	2	Yes	1		No	0	No	0		6	Main Arteries - 1st Priority	High		
85	2 Way	2022-08-08	1	Fair	2	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No			10	Main Arteries - 1st Priority	Med		
86	Mid Block	2022-08-08	2	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		13	Downtown Walks - Ricky	Low		
87	Mid Block	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No			12	Downtown Walks - Ricky	Med		
88	2 Way	2022-08-08	1	Fair	2	No	1	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		8	Downtown Walks - Ricky	Low		
89	2 Way	2022-08-08	1	Fair	2	Yes	0	Yes	1	Yes	1	No	2	No	0	No	0	No	0		6	Downtown Walks - Ricky	Low		
90	Mid Block	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	No	0	No	0		11	Downtown Walks - Ricky	Med		
91	Mid Block	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		10	Downtown Walks - Ricky	Med		
92	Mid Block	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		10	Downtown Walks - Ricky	Med		
93	3 Way	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
94	3 Way	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
95	3 Way	2022-08-08	2	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		13	Downtown Walks - Ricky	Low		
96	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		13	Downtown Walks - Ricky	Low		
97	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No			12	Downtown Walks - Ricky	Med		
98	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		13	Downtown Walks - Ricky	Low		
99	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		11	Downtown Walks - Ricky	Med		
100	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	1		6	Downtown Walks - Ricky	Low		
101	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	1		6	Downtown Walks - Ricky	Low		
102	4 Way	2022-08-08	2		No	1	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	1		7	Downtown Walks - Ricky	Low		
103	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	1		6	Downtown Walks - Ricky	Low		
104	4 Way	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
105	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	1		6	Downtown Walks - Ricky	Low		
106	4 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		13	Downtown Walks - Ricky	Low		
107	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1	Half detectable warning missing	6	Downtown Walks - Ricky	Low		
108	2 Way	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
109	2 Way	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
110	2 Way	2022-08-08	1	New	5	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		13	Downtown Walks - Ricky	Low		
111	2 Way	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
112	Mid Block	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
113	2 Way	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
114	Mid Block	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	No	0	Yes	1	No			12	Downtown Walks - Ricky	Med		
115	Mid Block	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
116	Mid Block	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
117	Mid Block	2022-08-08	1	New	5	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		14	Downtown Walks - Ricky	Low		
118	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	No	0	Yes	1	No			11	Downtown Walks - Ricky	Med		
119	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	No	0	No	0		11	Downtown Walks - Ricky	Med		
120	Mid Block	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	No	0	No	0	No	0		10	Downtown Walks - Ricky	Med		
121	Mid Block	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	No	0	No	0	No	0		10	Downtown Walks - Ricky	Med		
122	3 Way	2022-08-08	2		Yes	0	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		5	Main Arteries - 1st Priority	High		
123	3 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
124	3 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
125	4 Way	2022-08-08	2		Yes	0	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		5	Main Arteries - 1st Priority	High		
126	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
127	4 Way	2022-08-08	2		No	1	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		7	Main Arteries - 1st Priority	High		
128	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
129	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
130	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
131	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
132	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	1	Flare present only on north sode of ramp, vegetatic	6	Main Arteries - 1st Priority	High		
133	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1		13	School Route East - 2nd Prio	Low		
134	3 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	No	0	No	0		10	School Route East - 2nd Prio	Med		
135	4 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	Yes	1		10	School Route East - 2nd Prio	Med		
136	4 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1	Flare only present on east/north side of ramp	13	School Route East - 2nd Prio	Low
137	3 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	No	0	No	2	Yes	1	Yes	1	No			9	School Route East - 2nd Prio	High		
138	3 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	No	0	No	0		10	School Route East - 2nd Prio	Med		
139	3 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	No			9	School Route East - 2nd Prio	High		
140	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No		Vegetation growing into ramp path	11	School Route East - 2nd Prio	Med		
141	3 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	No			5	School Route East - 2nd Prio	High		

**Appendix C**  
**Prioritized List of Curb Ramps**

FID	INT_TYPE	INV_Date	Num_Ent	Detec_W	Det_Condit	Obst_Pre	Detect_W	Det_Warn	Detect_W	Det_War	Trans_co	Ramp_Slo	RampSlp	Flare_Slo	Flare_Slp	Land_Are	Land_area	Flare_Pre	Severe_Haz	Comments	Score	PlowPriori	Priority-Level		
142	3 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0	Sidewalk condition could be hazardous	9	School Route East - 2nd Prio	High		
143	3 Way	2022-08-08	1	Fair	2	No	1	Yes	1	Yes	1	Critical	1	Yes	1	No	0	No	0		7	School Route East - 2nd Prio	High		
144	2 Way	2022-08-08	1	Fair	2	Yes	0	Yes	1	No	0	No	2	Yes	1	No	0	No	0		6	School Route East - 2nd Prio	High		
145	2 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No	0		10	School Route East - 2nd Prio	Med		
146	4 Way	2022-08-08	1			Yes	0	No	0		Yes	3	Yes	1		Yes	1	No			5	School Route East - 2nd Prio	High		
147	3 Way	2022-08-08	1			Yes	0	No	0		Critical	1	Yes	1		Yes	1	No			3	School Route East - 2nd Prio	High		
148	3 Way	2022-08-08	1			Yes	0	No	0		Critical	1	Yes	1	Yes	1	Yes	1	Yes		4	School Route East - 2nd Prio	High		
149	4 Way	2022-08-08	1			Yes	0	No	0		Critical	1	Yes	1		Yes	1	No			3	School Route East - 2nd Prio	High		
150	4 Way	2022-08-08	1			Yes	0	No	0		Critical	1	Yes	1		Yes	1	No			3	School Route East - 2nd Prio	High		
151	3 Way	2022-08-08	1			Yes	0	No	0		No	2	Yes	1		Yes	1	No			4	School Route East - 2nd Prio	High		
152	3 Way	2022-08-08	1			No	1	No	0		Yes	3	Yes	1		No	0	No	0		5	School Route East - 2nd Prio	High		
153	4 Way	2022-08-08	1			Yes	0	No	0		Yes	3	Yes	1		Yes	1	No			5	Main Arteries - 1st Priority	High		
154	4 Way	2022-08-08	2			Yes	0	No	0		Yes	3	Yes	1	Yes	1	0	Yes	1		6	Main Arteries - 1st Priority	High		
155	4 Way	2022-08-08	1			Yes	0	No	0		No	2	No	0		Yes	1	No			3	Main Arteries - 1st Priority	High		
156	4 Way	2022-08-08	1			Yes	0	No	0		No	2	Yes	1		Yes	1	No			4	Main Arteries - 1st Priority	High		
157	4 Way	2022-08-08	1			Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	Flare only present on south side of ramp	6	Main Arteries - 1st Priority	High		
158	4 Way	2022-08-08	1			Yes	0	No	0		No	2	Yes	1	Yes	1	Yes	1	Yes	Flare only present on east side of ramp	5	Main Arteries - 1st Priority	High		
159	4 Way	2022-08-08	1			Yes	0	No	0		Critical	1	Yes	1		Yes	1	No			3	Main Arteries - 1st Priority	High		
160	3 Way	2022-08-08	1			Yes	0	No	0		No	2	Yes	1		Yes	1	No			4	Main Arteries - 1st Priority	High		
161	3 Way	2022-08-08	1			No	1	No	0		No	2	Yes	1		No	0	No	0		4	Main Arteries - 1st Priority	High		
162	3 Way	2022-08-08	1			Yes	0	No	0		No	2	Yes	1		Yes	1	No			4	Main Arteries - 1st Priority	High		
163	3 Way	2022-08-08	1			No	1	No	0		Critical	1	Yes	1	Yes	1	No	0	Yes	1	Flare only present on south side of ramp. Pothole in	5	Main Arteries - 1st Priority	High	
164	3 Way	2022-08-08	1			Yes	0	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1	Flare only present on west side of ramp	5	Main Arteries - 1st Priority	High	
165	3 Way	2022-08-08	1			No	1	No	0		Critical	1	Yes	1		Yes	1	No		Ramp cracked and c	4		Low		
166	3 Way	2022-08-08	1			Yes	0	No	0		Yes	3	Yes	1	Yes	1	Yes	1	Yes	Sidewalk in poor condition and may be hazardous	6		Low		
167	3 Way	2022-08-08	1			Yes	0	No	0		Critical	1	Yes	1		Yes	1	No			3		Low		
168	3 Way	2022-08-08	1			Yes	0	No	0		No	2	Yes	1		Yes	1	No			4		Low		
169	4 Way	2022-08-08	1			Yes	0	No	0		Yes	3	Yes	1		No	0	No	0		4		Low		
170	4 Way	2022-08-08	1			No	1	No	0		Critical	1	Yes	1		No	0	No	0		3		Low		
171	3 Way	2022-08-08	1	Fair	2	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No		Vegetation covering some of the detectable warnin	9	Main Arteries - 1st Priority	High		
172	Mid Block	2022-08-08	1	Fair	2	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	No		No ramp, the curb drops off to the street (may be f	7	Main Arteries - 1st Priority	High		
173	Mid Block	2022-08-08	1	Fair	2	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	No		No ramp, the curb drops off to the street (may be f	7	Main Arteries - 1st Priority	High		
174	Mid Block	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	No		No ramp, the curb drops off to the street (may be f	9	Main Arteries - 1st Priority	High		
175	Mid Block	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No		Transition may be fixed with continuation of const	10	Main Arteries - 1st Priority	Med		
176	Mid Block	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No		Transition may be fixed with continuation of const	10	Main Arteries - 1st Priority	Med		
177	3 Way	2022-08-08	1	Good	4		Yes		1	Yes	1	No	2	Yes	1	Yes	1	No		Transition may be fixed with continuation of const	10	Main Arteries - 1st Priority	Med		
178	3 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	No	0	No	2	Yes	1	Yes	1	No		Transition may be fixed with continuation of const	9	Main Arteries - 1st Priority	High		
179	3 Way	2022-08-08	2	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes		Transition may be fixed with continuation of const	11	Main Arteries - 1st Priority	Med		
180	3 Way	2022-08-08	2	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		Transition may be fixed with continuation of const	9	Main Arteries - 1st Priority	High	
181	3 Way	2022-08-08	1	Good	4	No	1	Yes	1	Yes	1	Yes	3	No	0	No	0	No	0		10	School Route West - 2nd Prio	Med		
182	3 Way	2022-08-08	2	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes			12	School Route West - 2nd Prio	Med		
183	3 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No			11	School Route West - 2nd Prio	Med		
184	3 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	No	0	Yes	3	Yes	1	Yes	1	Yes			11	School Route West - 2nd Prio	Med		
185	3 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	No	0	Yes	3	Yes	1	Yes	1	Yes			11	School Route West - 2nd Prio	Med		
186	4 Way	2022-08-08	1	Fair	2	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1	Vegetation overgrowth. Catch basin in path of cros	11	School Route West - 2nd Prio	Med
187	4 Way	2022-08-08	1			No	1	No	0		No	2	No	0		No	0	No	0	Area around sewer - No curb	3	School Route West - 2nd Prio	High		
188	4 Way	2022-08-08	2			No	1	No	0		Critical	1	Yes	1		No	0	No	0	Utility pole in ramp	3	School Route West - 2nd Prio	High		
189	4 Way	2022-08-08	1			Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	School Route West - 2nd Prio	High	
190	4 Way	2022-08-08	2			No	1	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		7	School Route West - 2nd Prio	High	
191	4 Way	2022-08-08	1			No	1	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		6	School Route West - 2nd Prio	High	
192	3 Way	2022-08-08	1			No	1	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		7	School Route West - 2nd Prio	High	
193	3 Way	2022-08-08	1			Yes	0	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1	Vegetation overgrowth lacks landing area	5	School Route West - 2nd Prio	High	
194	3 Way	2022-08-08	1			Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	School Route West - 2nd Prio	High	
195	3 Way	2022-08-08	1			Yes	0	No	0		Yes	3	Yes	1		No	0	No	0		4	School Route West - 2nd Prio	High		
196	4 Way	2022-08-08	2	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1		12	School Route West - 2nd Prio	Med
197	4 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	No	0	Yes	3	Yes	1	Yes	1	No			10	School Route West - 2nd Prio	Med		
198	4 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No	0	Yes	1		12	School Route West - 2nd Prio	Med
199	4 Way	2022-08-08	2			Yes	0	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		5	Main Arteries - 1st Priority	High	
200	4 Way	2022-08-08	1			No	1	No	0		No	2	Yes	1		No	0	No	0		4	Main Arteries - 1st Priority	High		
201	4 Way	2022-08-08	1			Yes	0	No	0		Yes	3	No	0	No	0	No	0	Yes	1		4	Main Arteries - 1st Priority	High	
202	4 Way	2022-08-08	1			Yes	0	No	0		Critical	1	Yes	1	Yes	1	No	0	Yes	1	Crosswalk surface u	4	Main Arteries - 1st Priority	High	
203	4 Way	2022-08-08	2			No	1	No	0		No	2	Yes	1	No	0	No	0	Yes	1		5	Main Arteries - 1st Priority	High	
204	4 Way	2022-08-08	1			No	1	No	0		No	2	Yes	1		No	0	No	0		4	Main Arteries - 1st Priority	High		
205	4 Way	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes									



**Appendix C**  
**Prioritized List of Curb Ramps**

FID	INT_TYPE	INV_Date	Num_Ent	Detec_W	Det_Condit	Obst_Pre	Detec_W	Det_Warn	Detec_W	Det_War	Trans_co	Ramp_Slo	RampSlp	Flare_Slo	Flare_Slp	Land_Are	Land_area	Flare_Pre	Severe_Haz	Comments	Score	PlowPriori	Priority-Level		
213	Mid Block	2022-08-08	1		No	1	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		7	Main Arteries - 1st Priority	High		
214	3 Way	2022-08-08	1		No	1	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		7	Main Arteries - 1st Priority	High		
215	Mid Block	2022-08-08	1		No	1	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		7	School Route West - 2nd Pri	High		
216	3 Way	2022-08-08	1		No	1	No	0		Yes	3	Yes	1		Yes	1	No	0	Yes	1		6	School Route West - 2nd Pri	High	
217	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	No	0		No	0	No	0	0		3	School Route West - 2nd Pri	High		
218	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1		Yes	1	No				5	School Route West - 2nd Pri	High		
219	Mid Block	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	1		Yes	1	No				11	School Route West - 2nd Pri	Med		
220	Mid Block	2022-08-08	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	1		Yes	1	No				11	School Route West - 2nd Pri	Med		
221	3 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0			4	School Route West - 2nd Pri	High		
222	3 Way	2022-08-08	1		No	1	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		6	School Route West - 2nd Pri	High		
223	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0			4	School Route West - 2nd Pri	High		
224	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0			4	School Route West - 2nd Pri	High		
225	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0		Grate in crosswalk	4	School Route West - 2nd Pri	High		
226	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0		Grate in crosswalk	4	School Route West - 2nd Pri	High		
227	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0			4		Low		
228	4 Way	2022-08-08	1		No	4	No	0		Yes	3	Yes	1		Yes	1	No			Utility pole in ramp	6		Low		
229	3 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0			4		Low		
230	3 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1		Yes	1	No				5		Low		
231	4 Way	2022-08-08	1		No	1	No	0		Yes	3	No	0		Yes	1	No			Grate in crosswalk	5	School Route West - 2nd Pri	High		
232	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0			4	School Route West - 2nd Pri	High		
233	4 way	2022-08-08	1		Yes	0	No	0		No	2	Yes	1		Yes	1	No	0			4	Main Arteries - 1st Priority	High		
234	4 Way	2022-08-08	2		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0			4	Main Arteries - 1st Priority	High		
235	4 Way	2022-08-08	1		Yes	0	No	0		Yes	3	No	0		Yes	1	No				4	Main Arteries - 1st Priority	High		
236	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	1	Yes	1	Yes	1	Yes			12	Downtown Walks - Ricky	Med		
237	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	1	Yes	1	Yes	1	Yes			12	Downtown Walks - Ricky	Med		
238	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	1	Yes	1	Yes	1	Yes			12	Downtown Walks - Ricky	Med		
239	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes			11	Downtown Walks - Ricky	Med		
240	Mid Block	2022-08-09	1	Poor	1	Yes	0	Yes	1	No	0	No	2	Yes	1	Yes	1	Yes			7	Association Walks	Low		
241	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes			12	Association Walks	Med		
242	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes			12	Association Walks	Med		
243	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes			12	Association Walks	Med		
244	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes			12	Association Walks	Med		
245	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes			11	Association Walks	Med		
246	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes			11	Association Walks	Med		
247	Mid Block	2022-08-09	1	Poor	1	Yes	0	Yes	1	No	0	No	2	Yes	1	Yes	1	Yes			7	Association Walks	Low		
248	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes			12	Association Walks	Med		
249	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes			12	Association Walks	Med		
250	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes			12	Association Walks	Med		
251	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes			11	Association Walks	Med		
252	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes		Flare only on eastern side of ramp	12	Association Walks	Med		
253	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	No	0	No	0	Yes	1		10	Association Walks	Med		
254	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	Yes	1		10	Association Walks	Med		
255	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes			11	Association Walks	Med		
256	4 Way	2022-08-09	2	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes			11	Association Walks	Med		
257	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		9	Association Walks	Low		
258	4 Way	2022-08-09	1	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		10	Association Walks	Med		
259	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	No	0	Yes	1		11	Association Walks	Med		
260	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	Yes	1		10	Association Walks	Med		
261	3 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	No	0	No	0	Yes	1		9	Association Walks	Low		
262	3 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	No	0	No	0	Yes	1		10	Association Walks	Med		
263	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	Yes	1		10	Association Walks	Med		
264	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	Yes		Transition may be fixed with continuation of constr	10	Association Walks	Med		
265	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	Yes		Transition may be fixed with continuation of constr	10	Association Walks	Med		
266	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	No	0	No	2	Yes	1	Yes	1	Yes		Transition may be fixed with continuation of constr	10	Downtown Walks - Ricky	Med		
267	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	Yes		Transition may be fixed with continuation of constr	10	Downtown Walks - Ricky	Med		
268	4 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	No	0	Yes	1	1	10	Downtown Walks - Ricky	Med
269	3 Way	2022-08-09	0		No	1	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
270	3 Way	2022-08-09	1		Yes	0	No	0		Yes	3	Yes	1		No	0	No	0			4	Main Arteries - 1st Priority	High		
271	3 Way	2022-08-09	2		No	1	No	0		Critical	1	Yes	1		No	0	No	0		Grate in crosswalk not ADA compliant	3	Main Arteries - 1st Priority	High		
272	3 Way	2022-08-09	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
273	3 Way	2022-08-09	2		Yes	0	No	0		Critical	1	Yes	1		No	0	No	0			2	Main Arteries - 1st Priority	High		
274	3 Way	2022-08-09	1		Yes	0	No	0		Critical	1	Yes	1		No	0	No	0			2	Main Arteries - 1st Priority	High		
275	4 Way	2022-08-16	1		Yes	0	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
276	4 Way	2022-08-16	2		Yes	0	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		5	Main Arteries - 1st Priority	High		
277	4 Way	2022-08-16	1		No	1	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		7	Main Arteries - 1st Priority	High		
278	3 Way	2022-08-16	1		No	1	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1		6	Main Arteries - 1st Priority	High		
279	3 Way	2022-08-16	1		No	1	No	0		Yes	3	Yes	1	Yes	1	No	0	Yes	1		7	Main Arteries - 1st Priority	High		
280	4 Way	2022-08-16	2	Good	4	No	1	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	Yes	1		13	Main Arteries - 1st Priority	Low		
281	4 Way	2022-08-16	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes	1		11	Main Arteries - 1st Priority	Med		
282	4 Way	2022-08-16	1	Fair	2	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes	1		9	Main Arteries - 1st Priority	High		
283	4 Way	2022-08-16	2	Good	4	No	1	Yes	1	No	0	Yes	3	Yes	1	Yes	1	No	0	Yes	1	1	12	Main Arteries - 1st Priority	Med

**Appendix C  
Prioritized List of Curb Ramps**

FID	INT_TYPE	INV_Date	Num_Ent	Detec_W	Det_Condit	Obst_Pre	Detec_W	Det_Warn	Detec_W	Det_War	Trans_co	Ramp_Slo	RampSlp	Flare_Slo	Flare_Slp	Land_Are	Land_area	Flare_Pre	Severe_Haz	Comments	Score	PlowPriori	Priority-Level	
284	4 Way	2022-08-16	2	Missing	1	Yes	0	Yes	1	No	0	Yes	1	Yes	1	No	0	Yes	1		8	Main Arteries - 1st Priority	High	
285	3 Way	2022-08-16	1	Fair	2	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	No	0	Yes	1	8	Main Arteries - 1st Priority	High
286	3 Way	2022-08-16	2	Fair	2	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	No	0	No	0		6	Main Arteries - 1st Priority	High	
287	3 Way	2022-08-16	1	Fair	2	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	No	0		7	Main Arteries - 1st Priority	High	
288	3 Way	2022-08-16	2	Fair	2	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		7	Main Arteries - 1st Priority	High	
289	4 Way	2022-08-16	2		2	Yes	0	No	0		No	2	No	0	Yes	1	No	0	Yes	1	4	School Route West - 2nd Pri	High	
290	4 Way	2022-08-16	1		1	Yes	0	No	0		No	2	Yes	1		No	0	No	0		3	School Route West - 2nd Pri	High	
291	4 Way	2022-08-16	1		1	Yes	0	No	0		No	2	Yes	1		No	0	No	0		3	School Route West - 2nd Pri	High	
292	4 Way	2022-08-16	2		2	Yes	0	No	0		Critical	1	No	0	Yes	1	No	0	Yes	1	3	School Route West - 2nd Pri	High	
293	4 Way	2022-08-16	2		2	Yes	0	No	0		No	2	Yes	1	Yes	1	No	0	Yes	1	5	School Route West - 2nd Pri	High	
294	3 Way	2022-08-16	1	Good	4	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No			11	Main Arteries - 1st Priority	Med	
295	3 Way	2022-08-16	1	Fair	2	Yes	0	Yes	1	Yes	1	Yes	3	Yes	1	Yes	1	No			9	Main Arteries - 1st Priority	High	
296	3 Way	2022-08-16	2	Fair	2	Yes	0	Yes	1	No	0	No	2	Yes	1	No	0	No	0		6	Main Arteries - 1st Priority	High	
297	Mid Block	2022-08-16	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	No	0	Yes	1	No			9	Main Arteries - 1st Priority	High	
298	3 Way	2022-08-16	1	Fair	2	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		7	Main Arteries - 1st Priority	High	
299	3 Way	2022-08-16	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes		Flare only present on east side	11	Main Arteries - 1st Priority	Med	
300	3 Way	2022-08-16	1	Fair	2	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		7	Main Arteries - 1st Priority	High	
301	3 Way	2022-08-16	1	Fair	2	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No			8	Main Arteries - 1st Priority	High	
302	3 Way	2022-08-16	1	Fair	2	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		7	Main Arteries - 1st Priority	High	
303	3 Way	2022-08-16	2	Poor	1	Yes	0	Yes	1	No	0	Critical	1	Yes	1	Yes	1	No	0	Yes	1	6	Main Arteries - 1st Priority	High
304	3 Way	2022-08-16	1		1	Yes	0	No	0		No	2	Yes	1		No	0	No	0		3		Low	
305	3 Way	2022-08-16	2		2	No	1	No	0		Yes	3	Yes	1		No	0	No	0		5		Low	
306	3 Way	2022-08-16	1		1	Yes	0	No	0		Yes	3	Yes	1		Yes	1	No			5		Low	
307	3 Way	2022-08-16	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	Yes			10		Med	
308	3 Way	2022-08-16	2		2	No	1	No	0		Critical	1	Yes	1		No	0	No	0	Storm drain obstructing crosswalk/ not compliant	3		Low	
309	3 Way	2022-08-16	1		1	Yes	0	No	0		No	2	Yes	1		No	0	No	0		3		Low	
310	3 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		9	Main Arteries - 1st Priority	High	
311	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No		Transition may be fixed with continuation of constr	10	Main Arteries - 1st Priority	Med	
312	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No		Transition may be fixed with continuation of constr	10	Main Arteries - 1st Priority	Med	
313	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No		Transition may be fixed with continuation of constr	10	Main Arteries - 1st Priority	Med	
314	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	No		Transition may be fixed with continuation of constr	9	Main Arteries - 1st Priority	High	
315	Mid Block	2022-08-09	1	Good	4	No	1	Yes	1	Yes	1	No	2	Yes	1	No	0	No	0		10	Main Arteries - 1st Priority	Med	
316	Mid Block	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes		Transition may be fixed with continuation of constr	11	Main Arteries - 1st Priority	Med	
317	3 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	Critical	1	Yes	1	Yes	1	No		Transition may be fixed with continuation of constr	9	Main Arteries - 1st Priority	High	
318	3 Way	2022-08-09	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No		Transition may be fixed with continuation of constr	10	Main Arteries - 1st Priority	Med	
319	3 Way	2022-08-16	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	No	0	Yes	1	11	Main Arteries - 1st Priority	Med
320	3 Way	2022-08-16	1	Good	4	Yes	0	Yes	1	No	0	Critical	1	Yes	1	No	0	No	0		7	Main Arteries - 1st Priority	High	
321	3 Way	2022-08-16	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes		Transition may be fixed with continuation of const	11	Main Arteries - 1st Priority	Med	
322	3 Way	2022-08-16	1	Good	4	Yes	0	Yes	1	Yes	1	No	2	Yes	1	Yes	1	Yes		Transition may be fixed with continuation of const	11	Main Arteries - 1st Priority	Med	
323	3 Way	2022-08-16	1		1	No	1	No	0		No	2	Yes	1		Yes	1	No		Last panel of sidewalk absent, but looks like there u	5		Low	